

Capstan







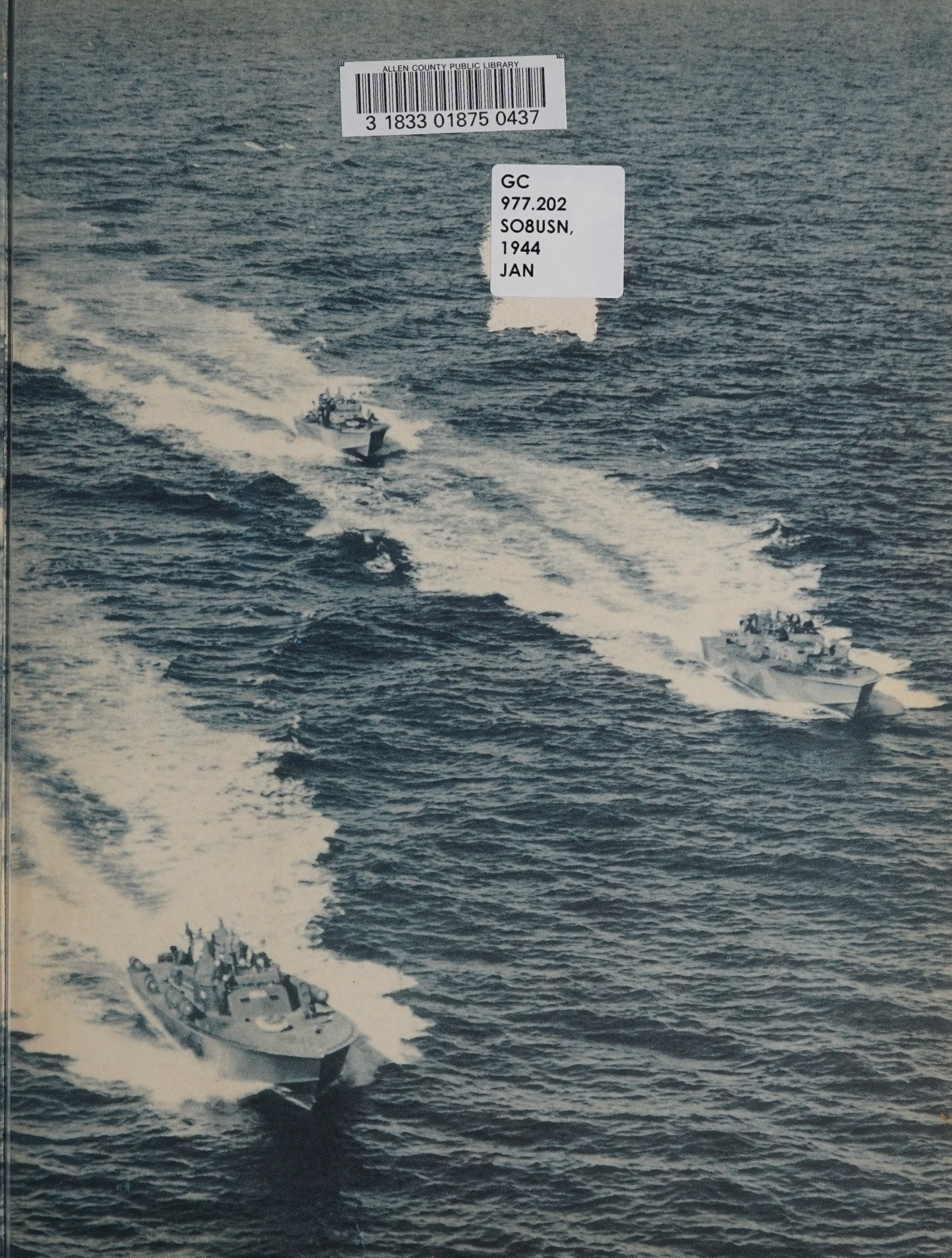


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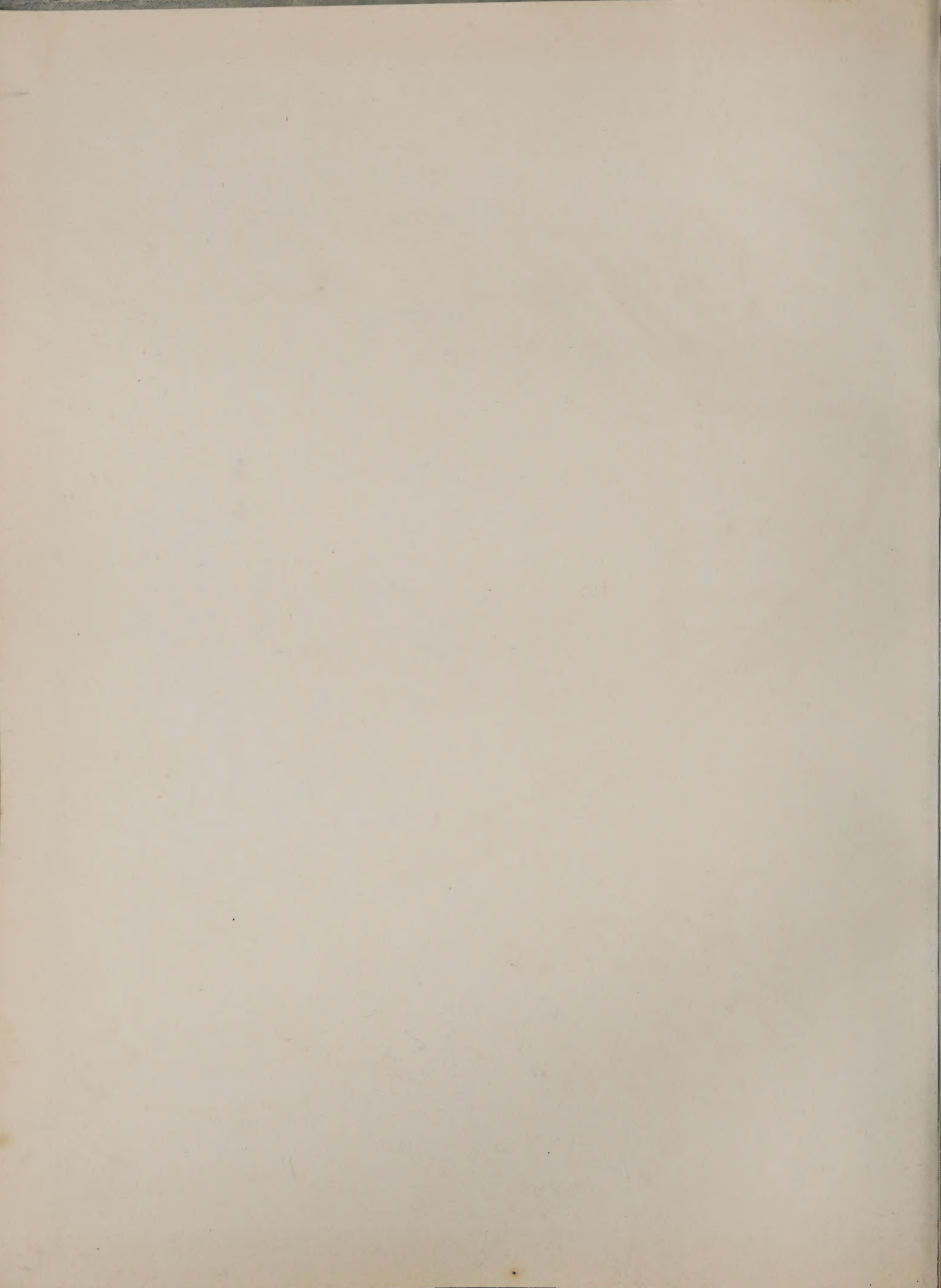


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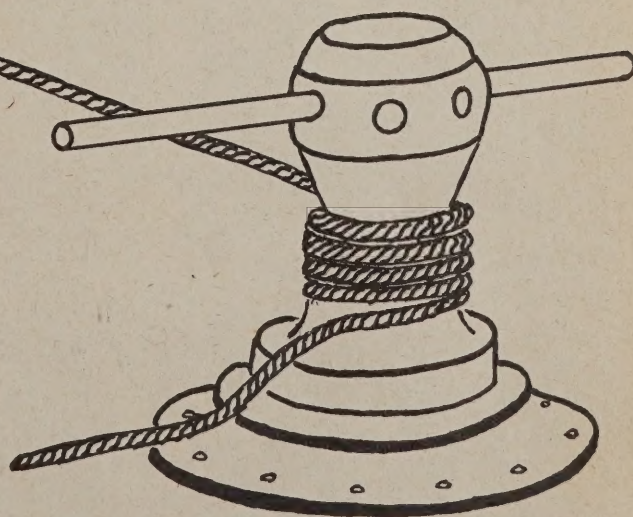





# Capestar




Jan.  
1944





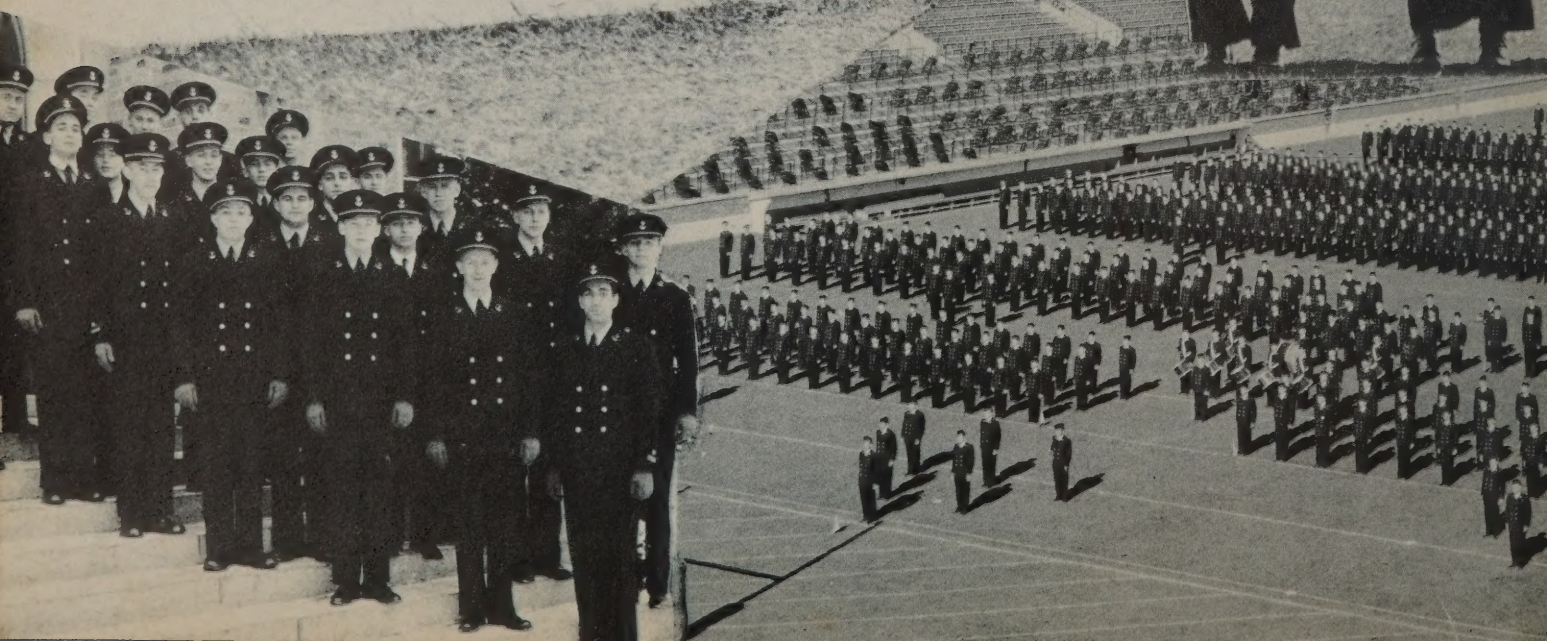


*Today*, January 20, 1944, another segment of America's citizen battle force leaves a training station to assume a battle station.

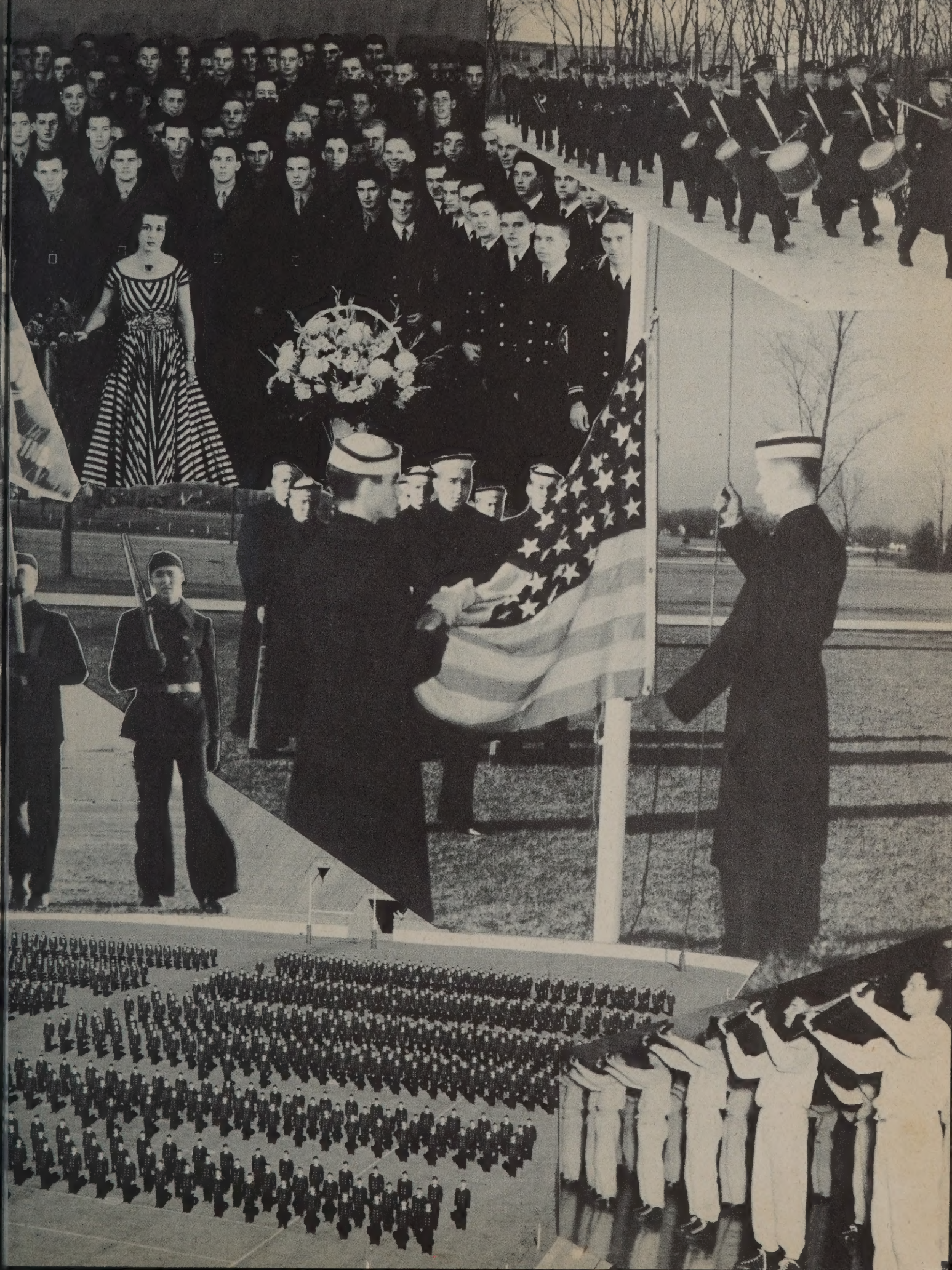


As your classbook comes off the presses, Officers of the United States Navy, you will read no vainglorious oratorical statements of the fight into which you enter, nor any urging of bravery during the struggle—we know that the ideals for which you do battle are so indelibly inscribed in your hearts and minds that oratory is unnecessary, and bravery will always be present in amounts more than sufficient to defeat the enemy whenever and wherever he's met.

We simply set before you a record of four months at Notre Dame United States Naval Reserve Midshipmen's School. All we hope is that inasmuch as the training received on this station brings forth yet unrecorded deeds of valor, insomuch will this book bring joy yet unimagined.











HONORABLE FRANKLIN DELANO ROOSEVELT  
*President of the United States of America*  
*Commander-In-Chief, United States Navy*



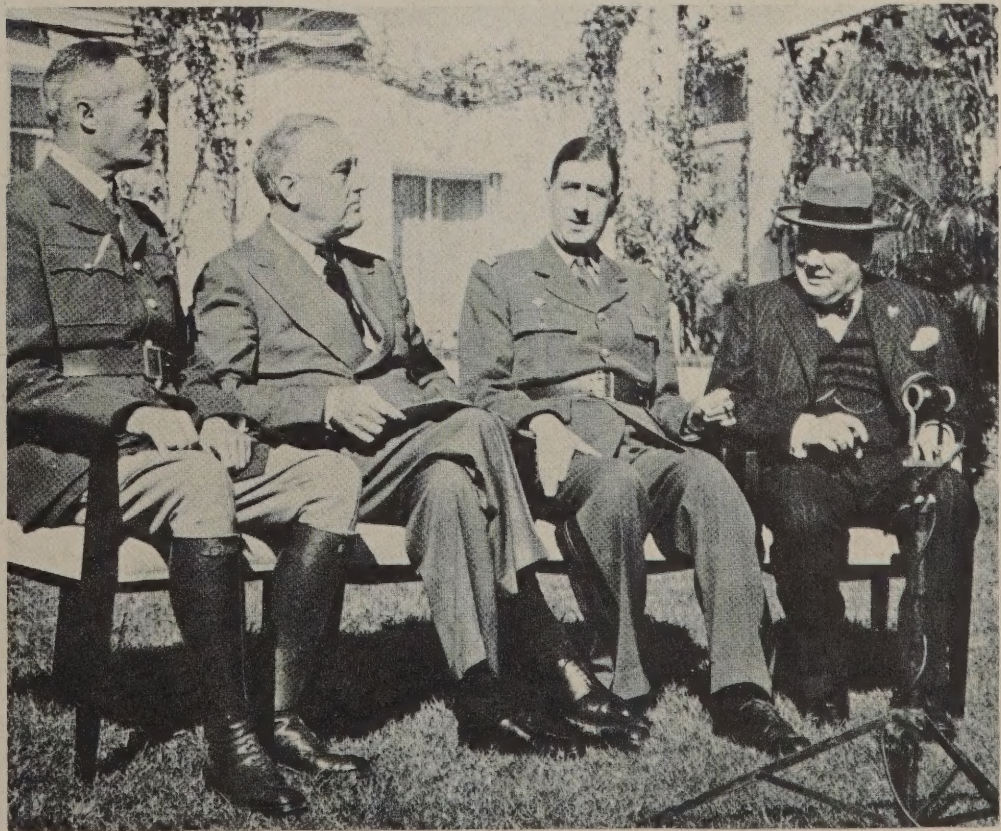
*The better world* for which you fight—and for which some of you give your lives—will not come merely because we shall have won the war. It will not come merely because we wish very hard that it would come. It will be made possible only by bold vision, intelligent planning, and hard work. It cannot be brought about overnight; but only by years of effort and perseverance and unfaltering faith.

You young soldiers and sailors, farmers and factory workers, artists and scholars, who are fighting our way to victory now, all of you will have to take your part in shaping that world. You will earn it by what you do now; but you will not attain it if you leave the job for others to do alone. When you lay aside your gun at the end of the war, you cannot at the same time lay aside your duty to the future . . .

Today the embattled youth of Russia and China are realizing a new individual dignity, casting off the last links of the ancient chains of imperial despotism which had bound them so long.

This is a development of historic importance. It means that the old term, "Western civilization," no longer applies. World events and the common needs of all humanity are joining the culture of Asia with the culture of Europe and of the Americas to form, for the first time, a real world civilization.

—Franklin Delano Roosevelt, September 3, 1942



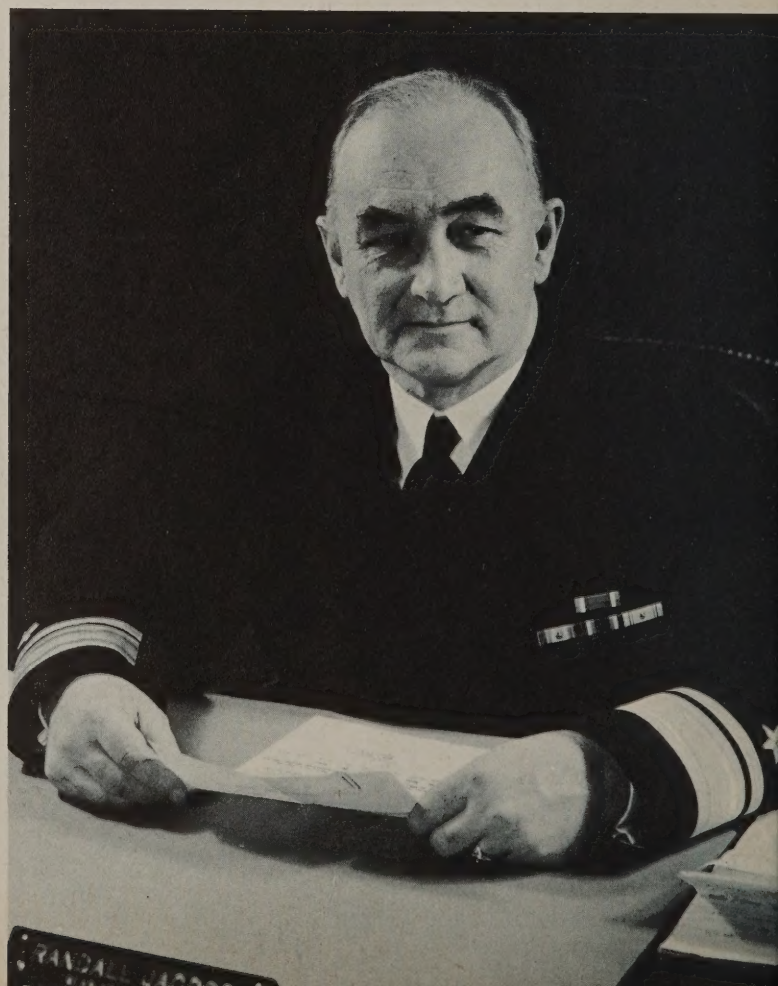
OFFICIAL U. S. ARMY SIGNAL CORPS PHOTOGRAPH





HONORABLE FRANK KNOX  
*Secretary of the Navy*

REAR ADMIRAL RANDALL JACOBS, U.S.N.  
*Chief of Naval Personnel*







ADMIRAL ERNEST F. KING, U.S.N.  
*Chief of Naval Operations*

REAR ADMIRAL ARTHUR S. CARPENDER, U.S.N.  
*Commandant, Ninth Naval District*







*For . . . . .*

Discipline necessary to keep us ever  
mindful of our responsibilities;

Knowledge to keep our ships afloat  
through fair weather and foul;

Training to make worthy officers of  
us always,

We dedicate this *Capstan* to our Com-  
manding Officer,

*Captain James Richard Barry*









# Commanding . . . .



J. RICHARD BARRY  
*Captain*  
*United States Navy*

Thirty-nine years have gone into the naval career of Captain Barry—years of duty on practically every type of ship under the American flag.

Upon graduation from the Naval Academy in 1909, Captain Barry went to duty on board the battleship *Missouri*, and was later transferred to destroyer service on the *Drayton*; then to the battleship *Michigan*, upon her commissioning as the Navy's first dreadnaught.

During World War I, the *Pampanga*, a Spanish gunboat raised from the floor of Manila Bay after the war of 1898, was commanded by Captain Barry serving in China. He also served during this tour of duty on the Asiatic station as Captain of the Yard and Aide to the Commandant at the Naval Station, Cavite. The battleship *North Dakota* stands next on his list of assignments. Thereafter, he served with the Navy Department in Washington from which duty he went to command the destroyer *Reno*. Then, after a tour of duty at Annapolis as instructor in Seamanship and Flight Tactics, he served on the staff of the Commander of the Train Squadron of the Atlantic Fleet.

Captain Barry served for two more years in the Navy Department in Washington, and then took the course at the Naval War College before becoming Executive Officer of the light cruiser *Trenton*. In 1938, after duty ashore as Executive Officer of the Naval Training Station, Newport, Rhode Island, he returned to the *Trenton* as Commanding Officer, during which time the vessel served as Flagship of the European Squadron. He came to Notre Dame from Colombia, South America, where he served for two years as Chief of the U. S. Naval Mission to that country.

The devotion and loyalty of the midshipmen to their Commanding Officer is expressed in the dedication of their classbook to him.





# . . . . Executive

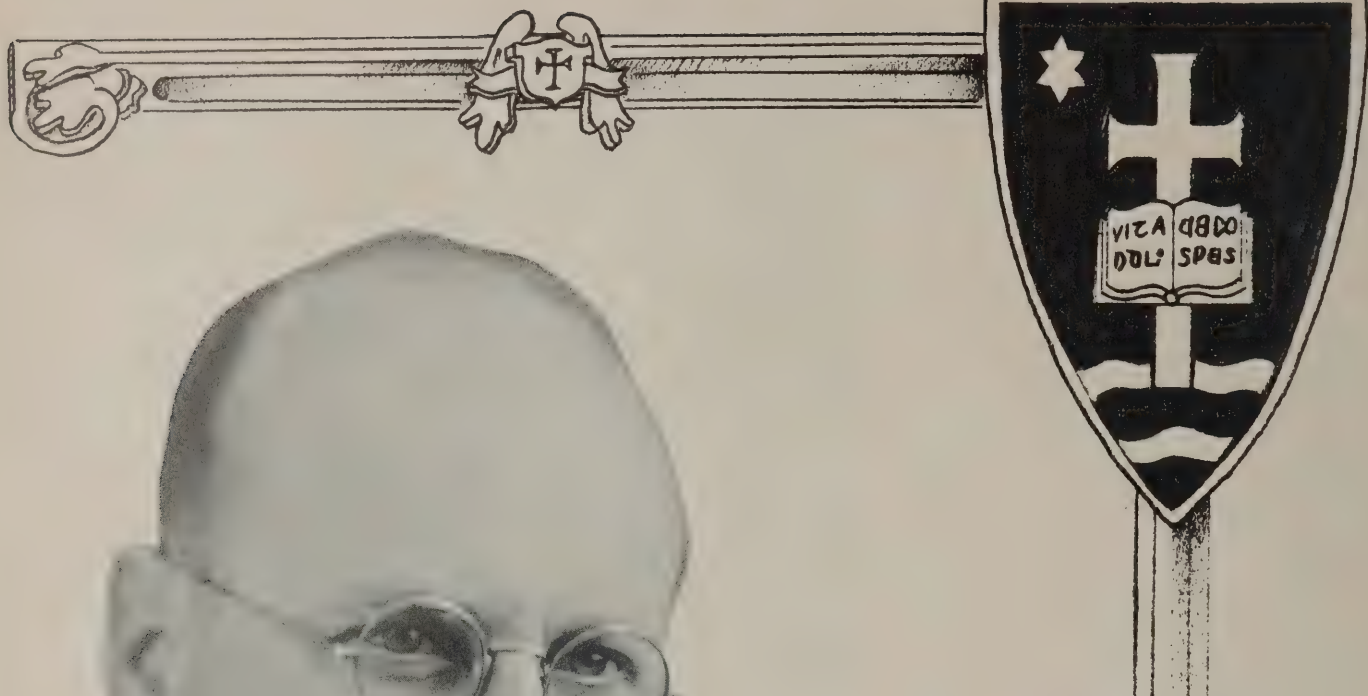
M. D. FAIRCHILD  
*Lieut. Commander  
United States Navy*



Coming from the Diesel Training School at the University of California to become Executive Officer of the Midshipmen's School, Commander Fairchild brought with him eighteen years of naval experience, a love of the Navy, "innate affability and friendliness" and a "strict disciplinary sense"—making those who served under him both love and respect him. Since being graduated from the U. S. Naval Academy in 1930 Commander Fairchild has seen duty on many types of ships in the fleet and two tours at Annapolis. He saw duty as a member of Admiral William H. Stanley's staff on the cruiser Chicago. During the Spanish Civil War, Commander Fairchild was on the destroyer Kane when she was bombed while evacuating American citizens from the war zone.

With a young American's critical analysis of all those who say "Thus thou must do", the midshipmen studied and admired their Commander. They will remember him as an officer who justly administered discipline whenever found necessary, whose home was a rendezvous of fellowship and cheer, and who was never too busy to listen to problems or offer a helping hand.





"You will always have to fight to preserve what you will have won. You who are now offering your lives for your country must live for your country. You must have a voice in determining the future, in shaping a peace that will be permanent because it will be based upon charity and justice."

REV. J. HUGH O'DONNELL, C.S.C.  
*President of the University of Notre Dame*



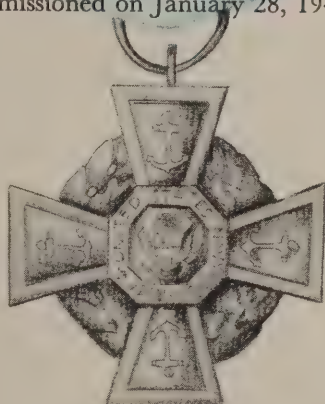


*Medal of Honor*  
to  
*Ensign John Joseph Parle*



Announcement was made on December 21 of the posthumous awarding of the Congressional Metal of Honor to Ensign John Joseph Parle, USNR, son of Mr. and Mrs. Harry Vincent Parle, of Omaha, Nebraska, for valor and courage above and beyond the call of duty during the assault on Sicily, July 9-10, 1943.

Ensign Parle graduated from Notre Dame Midshipmen School and was commissioned on January 28, 1943.



"For valor and courage above and beyond the call of duty as Officer-in-Charge of small boats in the USS LST 375 during the amphibious assault on the Island of Sicily, July 9-10, 1943. Realizing that a detonation of explosives would prematurely disclose to the enemy the assault about to be carried out and with full knowledge of the peril involved, Ensign Parle unhesitatingly risked his life to extinguish a smoke pot accidentally ignited in a boat carrying charges of high explosives, detonating fuses and ammunition. Undaunted by fire and blinding smoke, he entered the craft, quickly snuffed out a burning fuse and after failing in his desperate efforts to extinguish the fire pot, finally seized it with both hands and threw it over the side. Although he succumbed a week later from smoke and fumes inhaled, Ensign Parle's heroic self-sacrifice prevented grave damage to the ship and personnel and insured the security of a vital mission. He gallantly gave his life in the service of his country."



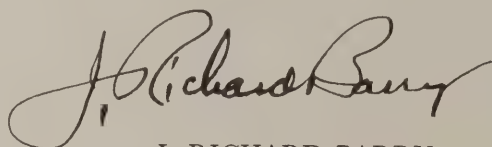
# Bon Voyage . . .

Members of the January 1944 Graduating Class:

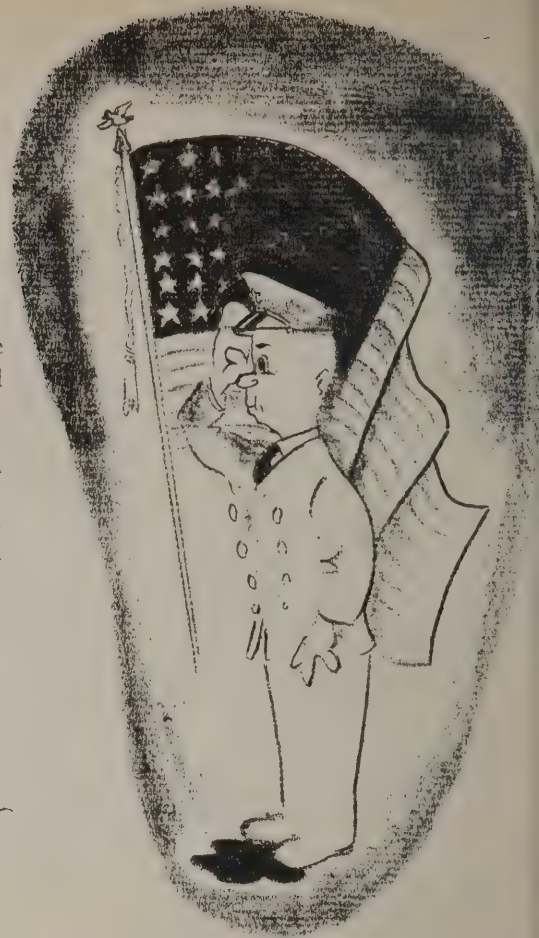
You gentlemen of the class which this edition of the *Capstan* commemorates, leave us to become commissioned Ensigns in the United States Naval Reserve—your goal since coming to this school.

You will now take your places in the Navy, in the service of your country, and in so doing will join brave men who man our ships and stations in all parts of the world. You will come to know more clearly that the traditions of the Navy are made by men, the fighting men of our Navy, the “iron men in wooden ships,” the seafaring men who may have been outnumbered or outgunned but never outgamed.

Those of us remaining behind will watch your careers with great interest and wherever you may go you carry from myself and from my staff our sincere best wishes for a happy cruise, happy hunting, and a happy landing. Good luck to you all.

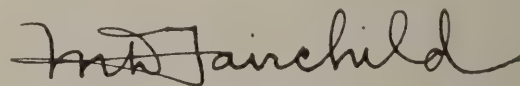


J. RICHARD BARRY,  
*Captain, U. S. Navy, Commanding*



You have completed the training prescribed by the Navy for the commission of Ensign. In so doing, you have satisfied officers of the Navy of your fitness to discharge the duties and responsibilities now resting on you. We know that you will justify the faith we have in you, that you will earn your commission again and again whenever occasion offers. For, merely to hold to that which has been earned and to go no further—that is to go backward—for men or for nations.

You are now in a position to contribute to history as the American Navy has made history before. In the not too distant future, you will have the honor of being a part of that Navy which will again report to the Nation, “We have met the enemy and they are ours.”



M. D. FAIRCHILD  
*Lieutenant Commander, U. S. Navy (Ret.)*  
*Executive Officer*











## *First Lieutenant*



LIEUTENANT  
T. A. WAAGE  
USNR  
Wilmette  
Illinois

Mr. Waage made his first cruise on the old U. S. S. Alabama in 1914 as a seaman with a Naval Reserve unit. He attended the Midshipmen's School in Pelham, N. Y., and graduated with the first class on December 22, 1917, being ordered after graduation to the U.S.S. Princess Matoika, under command of Captain (now Admiral) William Leahy. After making twenty-one round trips to Europe as watch and division officer on transports with the rank of lieutenant, he was confirmed in rank in 1921 in class two. He reenrolled in the Naval Reserve in 1923 and continued reserve cruises and training until 1928. He was again commissioned in March, 1942, and ordered for active duty to Abbott Hall as instructor in seamanship, until October, 1942, when detached to Notre Dame.

## *Interviewing Officer*



LIEUTENANT  
E. N. BRAINE  
USNR  
Minneapolis  
Minnesota

Mr. Braine, interviewing officer, received the degree bachelor of business administration from the University of Minnesota in 1928. He was employed by General Mills, Inc., flour and cereal manufacturers, from 1928 to 1942, being manager of the personnel record department, manager of the employer's retirement system, and manager of the employer's health association. After entering the Naval Reserve in October, 1942, he served ten months as an administrative and interviewing officer at the Office of Naval Officer Procurement in Chicago. Following temporary additional duty at several naval officer training activities, he was assigned to Notre Dame on August 20, 1943.

## *Administrative Aide*



LIEUTENANT  
H. F. SMITH  
USNR  
Long Beach  
California

Graduating from the U. S. Naval Academy in 1925, Mr. Smith served as ensign aboard the U. S. S. Mississippi under command of Captain (now Admiral) Thomas C. Hart until May, 1927. After being detached from the Mississippi he served on board the U. S. S. Sapelo until March, 1928, when he resigned from the Navy. From 1928 to 1933 he served with the Naval Reserve. Leaving an insurance business in California, he reported to Notre Dame for active duty in April, 1942.

## *Aide to Executive Officer*



LIEUTENANT  
R. C. TEFFT  
USNR  
Rochester  
New York

Mr. Tefft graduated from Union College in 1933 with a bachelor of science degree in civil engineering and several football letters, and later did graduate work at Syracuse, Rochester and Cornell. From 1933 to 1942 he taught high school mathematics at Irondequoit High School, and was assistant to the superintendent of schools in Rochester, N. Y. He was commissioned May 22, 1942, and sent to Harvard. From there he was detached to Columbia, and was ordered here in October, 1942.



## Medical Department



COMMANDER G. S. VOGAN, USNR  
38 Pine Ave.  
Kane, Pa.

Commander Vogan, head of the Medical Department and senior member of the Medical Board, was awarded his degree in medicine by the University of Pittsburgh in 1916. After taking special courses at the Army Medical School, Washington, D. C., he was commissioned a first lieutenant in the U. S. Army Medical Corps in 1918; serving one year in France with Base Hospital No. 70. Commissioned a lieutenant commander in the Naval Medical Corps Reserve on January 28, 1935, and attached to mobile hospital No. 1, he first saw active duty December 19, 1941, at the U. S. Naval Hospital in Philadelphia. He came on duty at the Midshipmen's School October 1, 1942.



Lt. Com. E. Blackburn, USNR  
1114 Cleveland Ave.  
South Bend, Ind.  
*U. of Indiana, '23*



Lt. Com. E. H. Engel, USNR  
33 Emmons Court  
Wyandotte, Mich.  
*U. of Nebraska, '28*



Lt. Com. A. J. Rettenmaier  
USNR  
251 N. 15th St.  
Kansas City, Kan.  
*Creighton, '26*



Lt. G. E. Gardner, USNR  
524 N. Columbus St.  
Lancaster, Ohio  
*Ohio State, '34*

## Dental Dept.



Lt. Com. H. W. Rinesmith, USNR  
4511 Magnolia Ave.  
St. Louis, Mo.  
*Washington U., '30*



Lt. H. H. Stahlhut, USNR  
3028 Hoagland Ave.  
Fort Wayne, Ind.  
*U. of Indiana, '28*



Lt. (jg) F. F. Prescott, USNR  
1021 Thomas St., S.E.  
Grand Rapids, Mich.  
*U. of Michigan, '37*





# *The Executive Dept.*

LT. COM. CHARLES W. MYERS, USNR

Mr. Myers, Senior Watch Officer and head of the Executive department, was graduated from the U. S. Naval Academy in 1922 and served as junior turret officer aboard the U. S. S. Arizona for twenty-one months thereafter. Resigning from the Navy in 1924 he became a distributor of petroleum products.

Having applied for active duty in December, 1941, shortly after the beginning of the war, Mr. Myers received orders in February, 1942, and reported to this station from his home in Bethany, Missouri. He was promoted to lieutenant commander in November of the same year.





## Executive

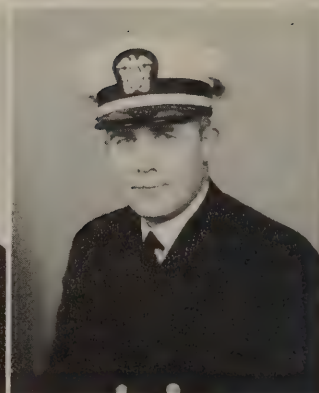


LT. C. N. SPRINGER, USNR  
536 Union St.  
Niles, Mich.

Mr. Springer, Discipline Officer and Assistant Senior Watch Officer, began his career in the Navy as an apprentice seaman. After four months training at Great Lakes in 1928, he boarded the destroyer Mareno. While at sea he was trainer on a broadside gun and mess cook for the chief petty officers. He took examinations for entrance to the Naval Academy and was appointed in July, 1929, graduating in 1933. After graduation he resigned from the Navy and accepted a position with the Standard Oil Company of Indiana, serving as accountant, purchasing agent, and draftsman until recalled to the Navy on August 17, 1942.



Lt. A. P. Brown, USNR  
4609 Columbia Ave.  
Dallas, Texas  
S. M. U., '29



Lt. W. O. Gollnick, USNR  
Newport, R. I.  
Middlebury and Marquette,  
'28 and '40



Lt. (jg) A. C. Pence, USNR  
Huntington, N. Y.  
Columbia, '31



Lt. (jg) A. C. Calabro, USNR  
6 Lexington St.  
Charlestown, Mass.  
Boston College, '31



Ens. Richard Tainter, USN  
1164 Strong Ave.  
Elkhart, Ind.



Ens. R. D. Sweitzer, USNR  
1425 Third Ave., S.E.  
Cedar Rapids, Iowa  
State U. of Iowa, '38



Ens. J. F. Clark, USNR  
1415 Addington Road  
Toledo, Ohio  
Ohio University



Ens. J. M. Jefferson, USNR  
Milton, Del.  
Waynesburg College, '42





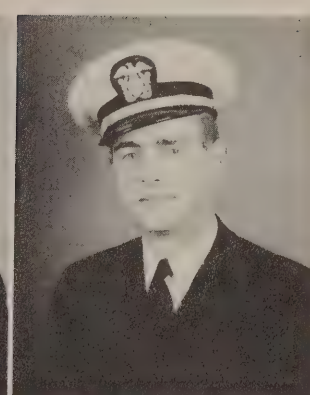
Ens. M. L. Cowen, Jr., USNR  
210 Marietta St.  
St. Clairsville, Ohio  
*U. of Virginia, '42*



Ens. E. G. Finder, USNR  
1255 Fourth Ave.  
San Diego, Cal.  
*San Diego St. College*



Ens. L. E. Burgoyne, USNR  
109 S. Main St.  
Berrien Springs, Mich.  
*W. Michigan Col., '39*



Ens. J. D. Wells, USNR  
38 Washburn Ave.  
Wellesley Hills, Mass.  
*Dartmouth, '43*



Ens. A. J. Higgins, USNR  
Platte City, Mo.  
*Central, '43*



Ens. J. L. Hutchinson, USNR  
121 Woodland Drive  
Pleasantville, N. Y.  
*Dartmouth, '43*



Ens. W. J. Patton, USNR  
West Union Extension  
Morgantown, N. C.  
*Wake Forest, '43*



Ens. S. W. Rider, Jr., USNR  
224 Groveland Ave.  
Minneapolis, Minn.  
*U. of Minnesota, '43*



Ens. B. L. Smith, Jr., USNR  
802 Cypress St.  
Greensboro, N. C.  
*Duke, '43*



Ens. W. B. Thompson, USNR  
Salem, W. Va.  
*Salem, '43*



Ens. F. E. Swagerty, USNR  
Escalon, Cal.  
*College of Pacific, '41*



## Supply — Disbursing



Lt. F. C. Rutherford, USNR  
421 Euclid St.  
Santa Monica, Cal.  
*U. C. L. A., '41*



Lt. (jg) J. W. Covington, USNR  
111 Everett St.  
Rockingham, N. C.  
*Duke, '38*



Ens. V. E. Negus, USNR  
215 B St., N.E.  
Washington, D. C.  
*Smith, '39*



Ens. W. J. Sepke, USNR  
4451 W. Monroe St.  
Chicago, Ill.  
*St. Mary's, '43*

## Public Relations



Lt. (jg) P. T. Sprinz, USNR  
8641 77th St.  
Woodhaven, N. Y.  
*Columbia U., '36*



Ens. H. N. Duda, USNR  
13 W. Augustine Ave.  
Mansfield, Ohio  
*DePauw, '43*

## Welfare and Recreation



Ens. Anne Warden, USNR  
238 Krebs Ave.  
Pascagoula, Miss.  
*Lambuth, '27*

## Communications Officer

## Ship's Company Officer



Bos'n. W. E. Dregalla, USNR  
1624 Elmwood Ave.  
Lakewood, Ohio  
*U. of Indiana*





# *The Academic Depts.*

LT. COM. WILLIAM P. BURLEIGH, USNR

Mr. Burleigh, head of the Academic Departments, served a year at sea as quartermaster first class from 1917 to 1918, and was commissioned an ensign on July 10, 1918. He served as gunnery officer on three gunboats and one destroyer, and as deck and communications officer on an armed transport in the Naval Overseas Transportation Service in World War I. He also served on a mine sweeper after the Armistice in the North Sea, and remained active in the Naval Reserve until March, 1926.

In February, 1942, he was recalled to the Service as lieutenant, and from May until October, 1942, was with the Ordnance Department at Abbott Hall. He then came to Notre Dame as head of the Ordnance department. In February, 1943, he was promoted to lieutenant commander and made head of the Academic Departments. Mr. Burleigh is a graduate of the University of Chicago and the Colorado School of Mines. He lives in Glencoe, Ill.





# Navigation



Lt. G. M. BLOOM, USNR  
145 Carlisle Ave.  
Louisville, Ky.

Mr. Bloom, head of the Navigation department, was graduated from Miami university in 1926 with a B.S. degree and in 1939 was awarded an M.A. at Northwestern university. Before receiving his commission in the Naval Reserve in June of 1942, he was a mathematics instructor. After indoctrination at Prairie State he was stationed at the Naval Training School, Columbia university, becoming head of the Johnson hall section of the Navigation department there. He was transferred to Notre Dame in February of 1943.



Lt. A. A. Blumberg, USNR  
100 W. Dexter Drive  
College Station, Texas  
*U. of Texas, '29*



Lt. G. F. Gilmore, USNR  
Cambridge, Mass.  
*Harvard, '36*



Lt. G. W. Petrie, USNR  
613 Washington Ave.  
Oakmont, Pa.  
*Carnegie Tech., '36*



Lt. C. A. Pigott, USNR  
North Charleston, S. C.  
*U. of North Carolina, '36*



Lt. C. F. Vent, USNR  
4407 University Ave.,  
Chicago, Ill.  
*Kenyon, '31*



Lt. R. G. Rishel, USNR  
263 Water St.  
Northumberland, Pa.  
*Susquehanna, '34*



Lt. G. W. Grotts, USNR  
Hillsboro, Ill.  
*U. of Illinois, '39*

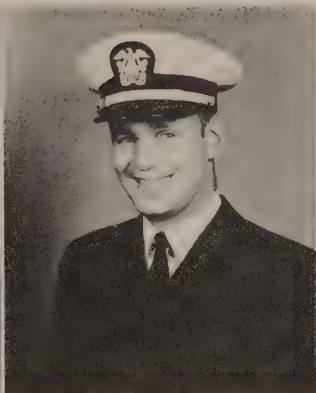


Lt. (jg) Joseph Berry, USNR  
252 Front St.  
Binghamton, N. Y.  
*Cornell, '28*





Ens. M. A. Sprague, USNR  
White Lake, Wis.  
*U. of Illinois, '41*



Ens. H. O. White, Jr., USNR  
416 Sharp Ave.  
Glen Olden, Pa.  
*Amherst, '42*



Ens. G. S. Fox, USNR  
Ensworth Ave.  
Nashville, Tenn.  
*Vanderbilt, '42*



Ens. J. O. Harper, USNR  
1249 Carlisle Ave.  
Dayton, Ohio  
*Ohio University, '41*



Ens. G. H. Sahler, USNR  
311 N. Hickory St.  
Joliet, Ill.  
*U. of Chicago, '39*



Ens. A. M. Frothingham, USNR  
1060 Park Ave.  
New York, N. Y.  
*Dartmouth, '43*



Ens. G. W. Hood, USNR  
527 S. Florida Ave.  
Columbus, Kan.  
*Baker University, '43*



Ens. E. N. Engstrom, USNR  
904 N. Harvey Ave.  
Oak Park, Ill.  
*Oberlin College, '43*



Ens. F. C. Schell, USNR  
3070 Decatur Ave.  
New York, N. Y.  
*New York University, '43*



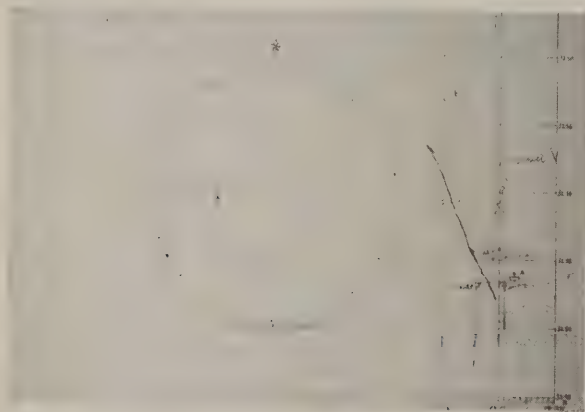


# Navigation

MIDSHIPMAN Joseph Stanislaus Gish was piqued with Navigation—who, among us wasn't?—and P-works were his pet groan. It wasn't that the subject was difficult; he merely became confused when required to sail a course of six hundred miles in forty minutes. To substantiate Joe's confusion we herewith reproduce a typical P-work—with the permission of the Hydrographic Office, of course.

0600 You are Navigator aboard the U. S. S. BOWDITCH. As the sun rises, you realize that you must get a fix. Broad on the starboard beam you see two black buoys, broad on the port beam are two red girls, not bad either. Instructions: Left—Ninety degrees—Rudder.

0700 The girls saw you before you saw them and escaped. The Captain will finish his breakfast in two or three hours, and probably will want to know what ocean he's taking his morning dip in. Radio Beacons A and B bear 090 and 000 respectfully. Oh, oh, where are you now?



0800 You are well away from land (now you can eat that pound of candy you've had hidden in your laundry bag), and visibility is decreasing. Instructions: Obtain bearing before it's too late. It's too late.

0900 Still looking for that fix? Tired? Haven't been getting enough sleep lately? Take it easy, mate. You've still got twenty minutes to go. Instructions: Do *not* look on paper next to you.

1000 You have found a convoy, thanks given Buddha, and are steaming ahead at standard speed. You tune into RBN for an EP, but all you get is an LOP and the Lone Ranger. Plot the intersection.

1100 Fire breaks out on your ship. (Probably that firebug that bothered the roving watches so much.) You are busy remembering your station and are not required to plot this DR. Besides, the onionskin paper has become so strong that the water in your eyes effectively incapacitates you.



0947 Yes, we know you know that you passed that point two hours ago, but we thought we'd remind you to tell the Hydrographic Office about that obstruction buoy you smashed.

1200 Fire under control, and fog lifted. You discover that the U. S. S. DUTTON is flagship.

1245 The CO informs you that your 1100 position should have been plotted and that you are now on report. Instructions: Estimate the number of extra duty hours you will serve.

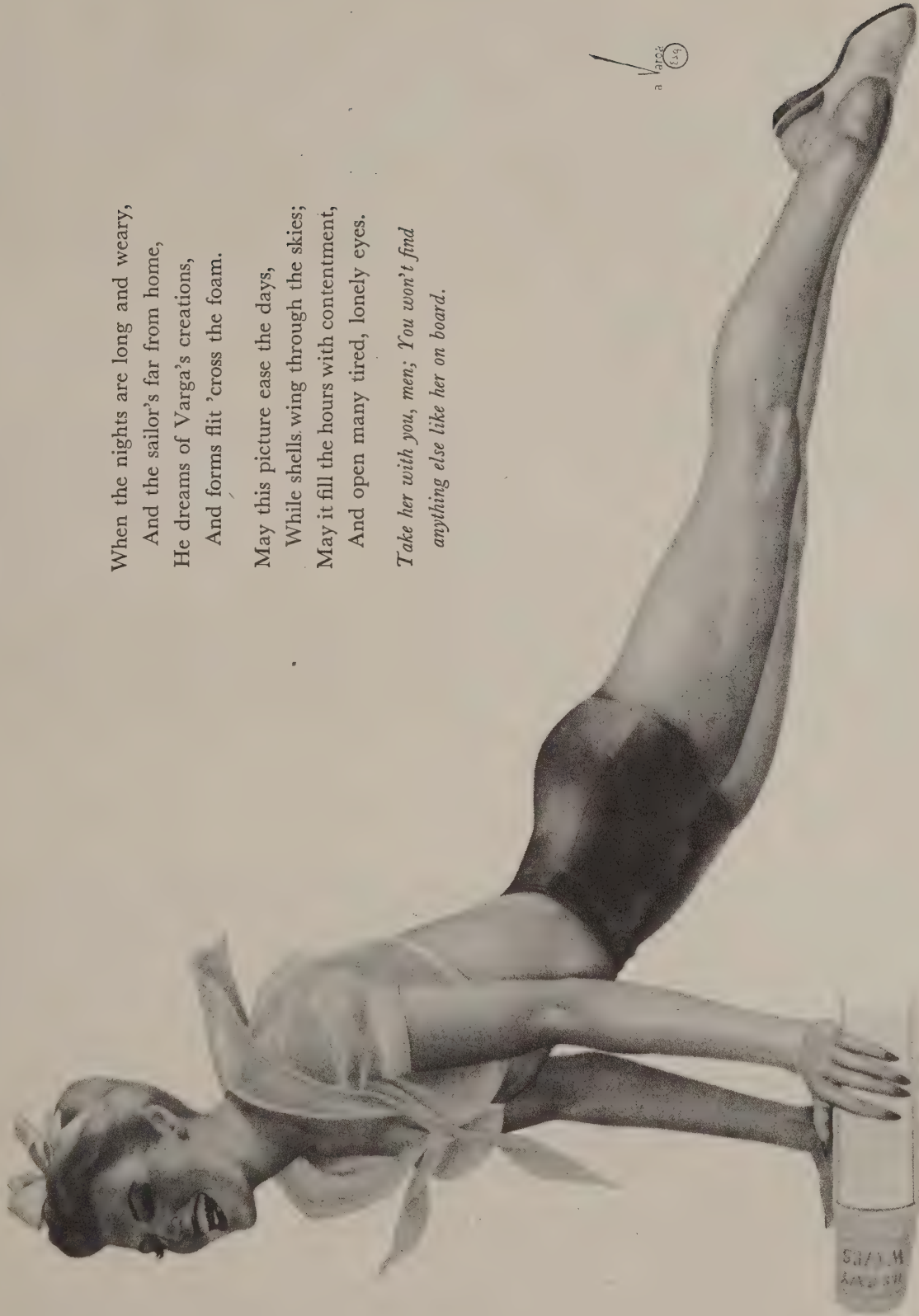
1246 You *are* in a fix now. Plot it.

1259-50 Ten seconds.

1300 Knock off. Pass papers to starboard. Mr. Gish, did you not hear me when I said "Knock off."

Seriously, Navigation gave Midshipman Gish and the rest of us, perhaps, a better understanding of its problems than any other course. Logically advancing from one step to the next, the Navigation course made us feel that we can successfully keep our ships off the rocks. But Midshipman Gish still doesn't like that "Ten seconds—knock off" business.





When the nights are long and weary,  
And the sailor's far from home,  
He dreams of Varga's creations,  
And forms flit 'cross the foam.

May this picture ease the days,  
While shells wing through the skies;  
May it fill the hours with contentment,  
And open many tired, lonely eyes.

*Take her with you, men; You won't find  
anything else like her on board.*

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# Ordnance



LT. R. C. URBAN, USNR  
14 Nancy Blvd.  
Merrick, Long Island, N. Y.

A graduate of the Cooper Union Institute of Technology, Mr. Urban, head of the Ordnance department, holds degrees in chemical engineering and education. He is an expert on ship models and has acted as ship model consultant for the New Bedford, Penobscot and Salem Marine Museums, and as secretary-treasurer of the New York Ship Lore and Model Society. After receiving his commission in May of 1942, Mr. Urban was a member of the Ordnance department at Abbott Hall. He was ordered here in October, 1942.



Lt. E. H. Dunlap, Jr., USN  
117 Paxson Drive  
South Bend, Ind.  
*U. S. Naval Academy, '39*



Lt. H. E. Dickey, USNR  
629 11th Ave., N.  
Fort Dodge, Iowa  
*Cornell and Iowa State, '22*



Lt. A. R. Pennell, USNR  
3 Oneida Circle  
Winchester, Mass.  
*Yale, '30*



Lt. (jg) E. C. Peck, USNR  
Greene, N. Y.  
*Colgate and Syracuse, '28 and '36*



Lt. (jg) J. F. Davis, USNR  
917 Brown St.  
Morgantown, W. Va.  
*U. of W. Va. and Penn., '32*



Lt. (jg) C. H. Clark, USNR  
Tallahassee, Fla.  
*U. of Florida, '34*



Lt. (jg) C. W. Fotis, USNR  
465 Essex St.  
Lynn, Mass.  
*Tufts and Harvard, '37*



Ens. E. D. Wallace, USNR  
1030 E. 44th St.  
Austin, Texas  
*Baylor and U. of Texas, '40*





Ens. R. C. Townsend, USNR  
18 Shore Drive  
Great Neck, N. Y.  
*Princeton, '42*



Ens. E. R. Bellows, USNR  
6930 South Shore Drive  
Chicago, Ill.  
*Oberlin College, '37*



Ens. G. E. Carlisle, USNR  
1510 Oakley St.  
Topeka, Kan.  
*Washburn College, '39*



Ens. M. L. Green, USNR  
1207 Main St.  
Mount Vernon, Ill.  
*U. of Illinois, '37*



Ens. F. P. Ford, USNR  
60 E. 196th St.  
New York, N. Y.  
*Fordham, '41*



Ens. D. W. Gordon, USNR  
607 E. Third St.  
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*U. of Kansas, '43*



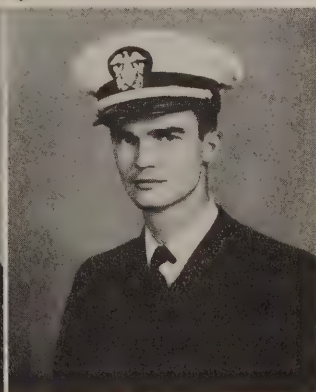
Ens. H. H. Budke, USNR  
356 S. Chautauqua St.  
Wichita, Kan.  
*Wichita U., '43*



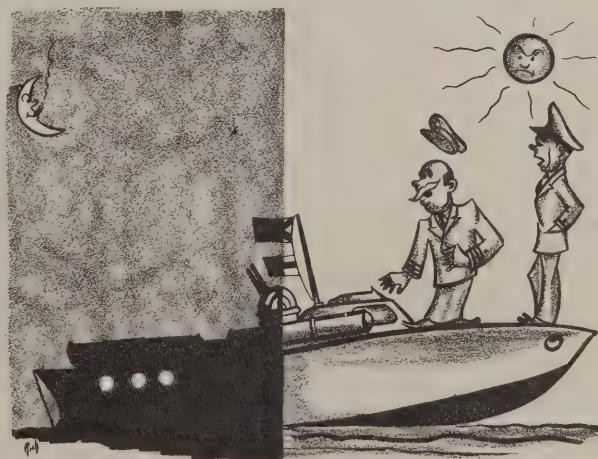
Ens. W. L. Schanbacher  
USNR  
196 Nursery Ave.  
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*Syracuse, '43*



Ens. J. A. Halekamp, USNR  
4708 Wolshusen Ave.  
Webster Groves, Mo.  
*U. of Michigan, '43*



Ens. N. P. Olson, USNR  
Kilgrove, Texas  
*Kilgore Jr. College, '38*



"Just passed the dateline, Commander."



*Recognition,  
Lookout  
Training*



Lt. (jg) J. W. Goddard, USNR  
Greensburg, Ind.  
*Butler, '29*



Ens. W. B. Brown, USNR  
1115 St. Andrews Road  
Midland, Mich.  
*Detroit College of Law, '35*



Ens. E. W. Ferrill, USNR  
Alto Pass, Ill.  
*S. Ill. Teachers Col., '37*



ESQUIRE

*"Why does this gun always go pffft instead of boom?"*



# Ordnance

MIDSHIPMAN J. S. Gish, after studying Ordnance, found himself a compatriot of that Greek who knew 20,000 of his fellow countrymen by name, for he discovered that the 5"-38 had nearly that many parts, each with a different name and the smaller the part, the bigger the name.

Living on the fourth deck, Gish customarily studied in the shower—the only place free from the constant din of “Now Hear This”—and was one night trying to remember whether a semi-fixed mousetrap would be painted a green cheese color, or the usual Navy blue and gold. The steam grew thicker, he found himself unsteady, and to save himself turned on the cold water.

The fog lifts. The wide-open breech of a sixteen inch gun yawns its hungered and smoking mouth toward him. “Kamaira vis, e katrista katriana,” thinks Ensign Gish, “Ordnance instructor said I didn’t have to know anything about turrets except the four structural parts and the three compartments.” But there is his crew before him, waiting impatiently for the next order. Joe wishes for the little red Ordnance book, and to quiet his nerves starts reciting the five advantages and seven disadvantages of a turret gun, finds himself stymied at No. 3, quickly switches off into the six parts of a Mark XIV firing lock, which he is fairly certain is used on bag guns. By this time he observes several bags on the deck: ammunition.

(“Bag gun; separate loading; projectile goes in first. Where’s the projectile? Order more from handling room. Keep talking to crew.)



“This is a radial-expansion gun. Incremental differences of radii in any circumferential metallic body under internal hydraulic compression create dynamical tensions according to Lame’s first law which states that

‘at any point whatever in a cylinder under fluid pressure, the sum of the tangential tension and the radial expansion varies inversely as the square of the radius,’

which cause one radius to bear upon a lesser but vectorially similar radius, extending it in a peripheral direction, producing maximum strength with minimum weight effectively abolishing all reticulated or alveolar internal stress. Or am I esoteric?”

The gun captain yells “Load Gun”; Joe is rammed into the breach, in tumbles the powder, the Smith-Asbury system changes translational into rotational motion, and the breech clangs shut. A slight click tells Joe that a combination lock primer (with its wisp of guncotton) has been inserted, the muffled cry of “Fih-er” is heard in the blackness, and Ensign Gish passes out.

J. S., opening his eyes, found himself lying on the tile floor of the shower, feeling very hot and very wet, steam surrounding him, water pouring down upon him, and at his feet the red Ordnance book. A quick look at his waterproof watch told him that he had a classification interview in five minutes—which realization quickly got the water turned off and clothes on.

“Yessir, I know I put down armed guard in my questionnaire, but after thinking it over, I think I’d like to go to Harvard Supply School.”





# Seamanship



LT. G. A. WALRATH, USNR  
Bettineau, N. D.

Mr. Walrath, head of the Seamanship department, is a graduate of North Dakota State college and holds an M.S. degree in engineering from Iowa State college. He entered the teaching profession on leaving Iowa State and was head of the Engineering department of the North Dakota School of Forestry prior to entering the Navy in August of 1942. After indoctrination at the Naval Reserve Officer's Training school in New York, Mr. Walrath was assigned to the Ordnance department of the Naval Training School at Columbia and was transferred to Notre Dame on March 1, 1943.



Lt. J. R. Grandfield, USNR  
1220 Ocean Ave.  
Brooklyn, N. Y.  
*New York University*



Lt. H. S. Faust, USNR  
220 E. Fourth St.  
Lewistown, Pa.  
*Susquehanna, '26*



Lt. (jg) R. W. Ludlum, USNR  
Chester, N. Y.  
*Cornell, '31*



Lt. (jg) W. H. Raleigh, USNR  
2635 Farwell Ave.  
Milwaukee, Wis.  
*U. of Wisconsin, '29 and '40*



Lt. (jg) J. L. Brownley, USNR  
3 E. William St.  
Bath, N. Y.  
*Brooklyn Law School, '30*



Ens. W. H. Gregory, USNR  
1963 Plymouth St.  
Philadelphia, Pa.  
*Temple, '35*



Ens. C. L. Bryner, USNR  
Dunbar, Pa.  
*Waynesboro, '40*



Ens. D. D. Stolz, USNR  
412 N. Wiegel Ave.  
Watonga, Okla.  
*Oklahoma City U., '40*





Ens. C. E. Seger, USNR  
Sherwood, N. D.  
*Minot St. Tea. College, '41*



Ens. W. C. S. Remsen, USNR  
64 Second St.  
Garden City, L. I., N. Y.  
*Dartmouth, '43*



Ens. R. J. Lavidge, USNR  
101 Bassford Ave.  
LaGrange, Ill.  
*DePauw, '43*



Ens. W. G. Blair, USNR  
5624 N.W. Fifth Ave.  
Miami, Fla.  
*Geneva, '37*



Ens. M. B. Savage, USNR  
1325 E. Front St.  
Port Angeles, Wash.  
*U. of Washington*



Ens. H. E. Upson, USNR  
443 Hudson Ave.  
Newark, Ohio  
*Harvard, '43*



Ens. A. L. McDonald, USNR  
Banks, Ore.  
*College of Pacific, '36*



Ens. W. J. Loper, USNR  
152 N. 20th St.  
Wheeling, W. Va.  
*Bethany, '43*



Ens. J. M. Clark, USNR  
1466 N. Los Robles Ave.  
Pasadena, Cal.  
*U. of California, '42*





# Seamanship

MIDSHIPMAN J. S. Gish, whom all of you have undoubtedly met at one time or another during your midshipman career, excelled in all branches of study at Notre Dame, reports to contrary notwithstanding, but his particular glow was Seamanship.

Joe fancied himself quite adept at mooring, signaling, etc., (having once wandered over the Brooklyn Navy Yard for an entire day while working for Western Union) and gave numerous instructors merry ned and sleepless nights with his innovations of Corp, Turn, Form and Posit, and the curious sealore he dug from *Popular Science* during his spare moments.



To find out what sailing with an old salt is like we'll follow Joe through a day's journey. Joe knows all about "mother told me I'd have days like this," and is about to prove they do happen.

Joe's ordinary place of abode being in the lower bunk, just abaft the locker and slightly to starboard, the day begins as roomie hops lightly down on his shoulders at 0610 and utters a bright morning greeting while Joe shivers out of pajamas and into undress blues.

First classes are boring but Joe is game and with no little effort keeps a fair sense of humor well into the afternoon.

Seamanship is the coup de grace. J. Stanislaus, as his father always calls him, forgets to sound off as all section leaders should . . . and with his ego dented by public rebuke, sinks to his chair—de-

pressed, despondent, beaten—with his mother's voice ringing in his ears, "Joey, you now realize that your mother was right. If mama's baby had gotten into the Quartermaster Corps, as Uncle Philbert advised, he wouldn't have Seamanship."

Exhausted, reverie is in order and Joe slowly leaves Plan 2 and his classmates in the wake of a mythical ship. "They don't appreciate me around here, they don't. Yes, and sure as Mohammed, they'll end up some day all aurrounded by Japs, and then I'll steam in and rescúe 'em, and they'll be sorry for always putting me on report."

The blinker merrily flashes short-long incomprehensible messages from the wall, but the sea is choppy, land far beyond the horizon, and Joe's brain swirling.

Flukes, pendants, in again, out again, blinker, scuppers, runways and plugs . . . meanwhile the



patient instructor plods wearily on, beating into civilian minds phraseology that swells B.J.M. to seven hundred odd pages and Knight's to many hundred more. Questions with little or no point are asked constantly . . . "What do you do when your landing barge runs aground?" . . . "Does the chain of command bear any resemblance to 'at short stay'?" . . . "How many stars did Old Glory have in 1873?" . . . On, on, endlessly into the night . . . or at least for nearly an entire hour.

Yes, the naval phraseology and the devilish intricacies of naval law and communications kept the dust off the books governed by the Seamanship department. Joe's only regret at the end of the course was that he could not go back to the days of windjammers and shout at the top of his voice, "Avast, you lubbers, reef the topsails!"





ESQUIRE

"Well! Sort of a coincidence, eh Admiral?"



# Damage Control



LT. K. G. PEARCE, USNR  
1419 S. Knoxville St.  
Tulsa, Okla.

As head of the Damage Control department, Mr. Pearce came to Notre Dame in September of 1942 from his civilian position as mechanical and construction engineer for the Carter Oil company, a subsidiary of the Standard Oil company of New Jersey. Mr. Pearce served in the Navy from 1929 to 1930 when he received an appointment to the Naval Academy. Shortly after his graduation from Annapolis he resigned his commission and went on inactive duty. He was ordered here immediately upon returning to active duty.



Lt. (jg) B. P. Hayden, USNR  
306 S. Webster St.  
Saginaw, Mich.  
*U. S. Naval Academy, '38*



Ens. J. B. Kubish, USNR  
109 Collins St.  
Hannibal, Mo.  
*U. of Missouri, '42*



Ens. J. A. Rookus, Jr., USNR  
12153 Northlawn Ave.  
Detroit, Mich.  
*U. of Michigan, '42*



Ens. E. S. Fleming, USNR  
Minter City, Miss.  
*Millsaps, '42*



Ens. W. C. Smith, USNR  
80 Seventh Ave.  
San Francisco, Cal.  
*Stanford, '37*



Ens. R. J. Roloff, USNR  
418 E. Van Beck Ave.  
Milwaukee, Wis.  
*U. of Wisconsin, '37*



Ens. H. B. McCulloch, USNR  
630 Dartmouth Place  
Evanston, Ill.  
*Denison U., '43*



Ens. R. H. Perinc, Jr., USNR  
Norwood Addition  
Eastland, Texas  
*E. Texas St. Tea. College, '43*





Ens. K. H. Hiebsch, USNR  
Zenda, Kan.  
*Southwestern College, '43*



Ens. F. D. Winder, USNR  
47 Washington St.  
Meriden, Conn.  
*Yale, '42*



Ens. P. L. Martin, USNR  
Waterloo, Ind.  
*Indiana Central, '43*



ESQUIRE

"First Mate Higgins, I'm placing you in full command of the ship."



# Damage Control

TORPEDO wakes and screaming dive bombers, A.P.'s and Thin-Walls, have no terror for Midshipman Gish, J. S., who has mastered the complications of D. C.—he's been informed. A thousand miles from that legendary part of this earth called "the sea" and from anything even faintly approaching the histrionic curves in Plate I, he has arrived at a point where he can keep a ship, converted into a sieve by shells, floating and fighting.



The first month was just a series of lines . . . seen, unseen, ridiculous, pediculous, imaginary, phenomenal, incomprehensible lines. He gazed rapturously at Daliesque blocks and drew . . . but never happened to ascertain what was, or what was imagined to be, there.

Then he was given new provocation for beating his bean against a bulkhead, and climbing pipes as well as trees. Definitions . . . from the superstructure deck down to the most obscure rivet in the hold . . . from the rabbet in the stem, or nearby, to the what's-it on the aft end. By this time he began to feel quite salty and prided himself on being a real man-o'-war's man.

But about this time Plate II arrived, and Stanislaus got completely tangled in formulae . . . Great Lakes began to beckon.

Then the sun rose in the East . . .

With stations manned and guns in position, Joe, as a real old salt, "damned the torpedoes" and any other paltry pellets which might blast holes in his ship's side. Joe got on the ball . . . in fact he tried to keep two steps in front of the ball if at all possible. Center of gravity pushes down, and buoyancy pushes up. Sheer is longitudinal, and camber is transverse . . . and don't forget the metacenter.

Yes, Joe "gave the blarst'd course a beating, and makst'd the bloody science," if such it might be called . . . but many's the Saturday night he spent



probing stability, access, compartmentation . . . after detouring into dendrology the previous week.

It's been a delightful mess and Joe understands it all now, but, while he will perform his duty to the best of his ability, how Joe wishes he had volunteered for a billet where D. C. is unnecessary. Even amphib couldn't be as bad as studying Plate II for tons of displacement under infra-red light when sixteen inchers are whistling past the quarterdeck.







*Ship's Company*

*Chiefs*













*Battalion*

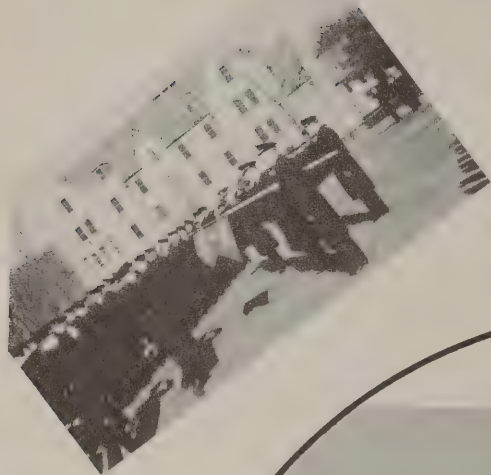
*Commanders*



6  
regimental  
staff



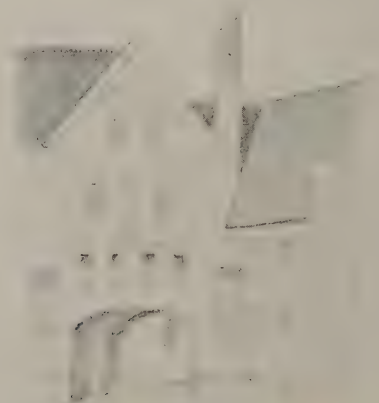




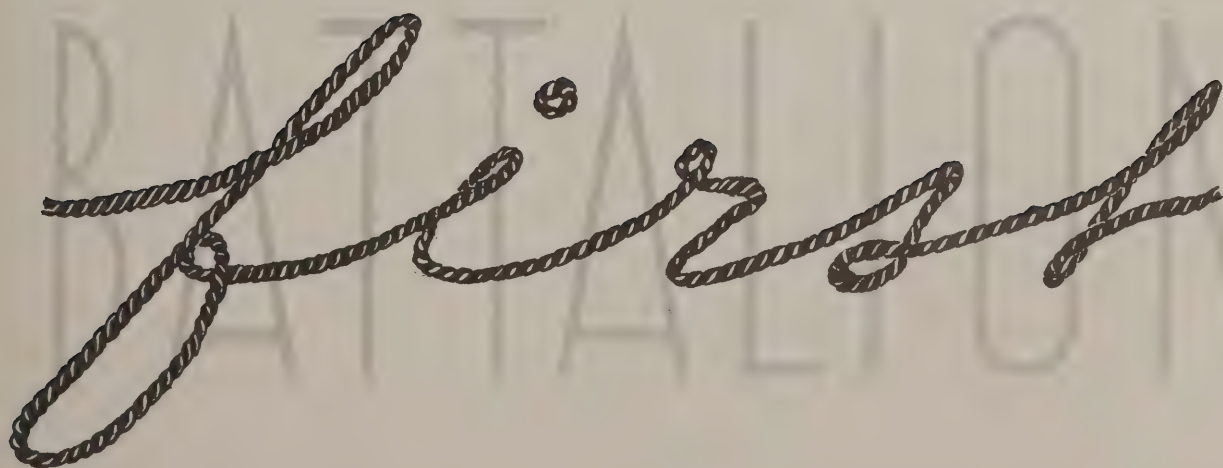
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*Lyons*











COMPANY



FIRST







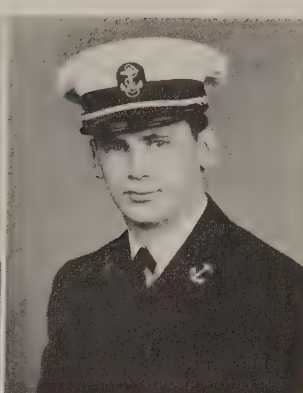
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*Ohio St., '43, Chem.*



JOHN R. ADAMO  
1032 W. Russell Place  
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*St. Mary's, '43, Acct.*



THOMAS A. ADAMS, JR.  
715 S. Market St.  
Brenham, Texas  
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JAMES P. AKEY  
911 McKinley St.  
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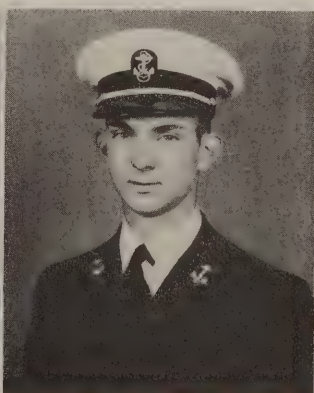
WILLIAM C. ALLMON  
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*Purdue, '40, Mech. Engr.*



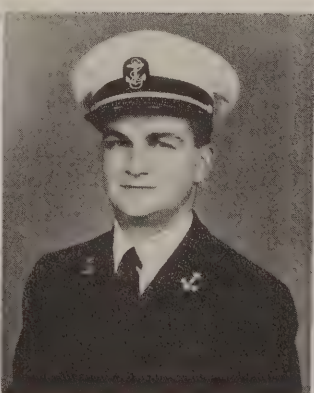
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*Syracuse, '43, Trans.*



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810 L St.  
Aurora, Neb.  
*Nebraska, '43, Pre-Law*



CHAS. B. ANDERS, JR.  
1222 First Ave.  
Jackson, Miss.  
*Miss. St., '43, Aero. Engr.*



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39 Temple St.  
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*Boston Col., '43, Acct.*



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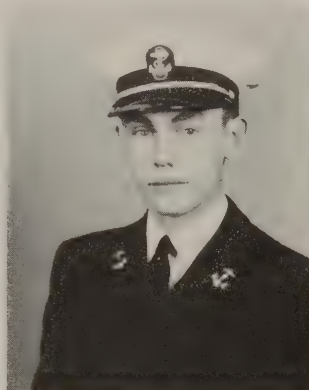
JOHN M. AUSTIN  
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*St. Olaf, '43, Eco.*



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134 Shephard Ave.  
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*Penn., '43, Acct.*



ROBERT S. BEBBINGTON  
33 N. Main St.  
Yardley, Pa.  
*Penn., '43, Ind. Mgt.*



HAROLD M. BECKER  
327 Nassau St.  
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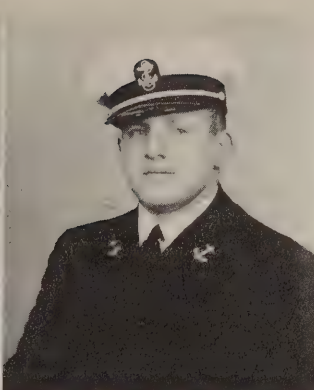




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Evansville, Ind.  
*Park Col., '43, Math.*



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*Drake, '43, Bus. Ad.*



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Albia, Iowa  
*Iowa, '43, Acct.*



HAROLD C. BIEBEL  
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Belleville, Ill.  
*St. Louis, '43, Mgt.*



ARTHUR L. BIESER  
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Belleville, Ill.  
*Washington U., '43, Bus. Ad.*



WILLIAM J. BISDEE  
522 S. Second Ave.  
Escanaba, Mich.  
*Grand Rapids U., '43, Phar.*



LANIS L. BOSWORTH  
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San Antonio, Texas  
*Texas, '43*



CHARLES O. BOTKIN  
State College, N. M.  
*New Mex. A. & M., '43,  
Mech. Engr.*



JAMES H. BOYD  
2307 E. Sergeant St.  
Philadelphia, Pa.  
*Penn., '43, Real Estate*



HARRY V. BOYLES, JR.  
28 Bluegrass Ave.  
Ft. Thomas, Ky.  
*U. of Cincinnati, '43, Eco.*





J. O. BRASELTON, JR.  
Braselton, Ga.  
*Emory, '43, Acct.*



TERRILL M. BRENNER  
16 Llewellyn Place  
New Brunswick, N. J.  
*Duke, '43, Bus. Ad.*



JOHN G. BRESLIN  
1137 Brooklyn Ave.  
Brooklyn, N. Y.  
*Mt. St. Mary's, '43, Eco.*



JOHN R. BROOKS, JR.  
701 W. Vernon Ave.  
Kinston, N. C.  
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ORLAND M. BROWN, JR.  
1310 E. Blount St.  
Pensacola, Fla.  
*U. of Fla., '43, Chem. Engr.*



JACOB C. BUSHEY  
Biglerville, Pa.  
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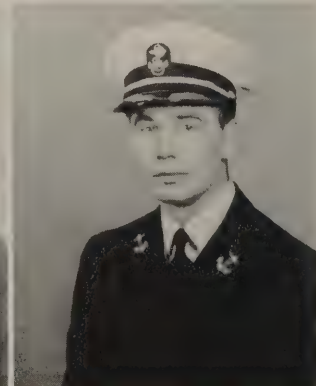
CHESTER M. CARD  
925 Turner St.  
Lufkin, Texas  
*S. H. S. T. C., '41, I. A.*



CARL L. CARLSON  
2306 Braddock Ave.  
Pittsburgh, Pa.  
*Pitt., '43, Met. Engr.*



RICHARD C. CARLSON  
913½ E. Sharp St.  
Spokane, Wash.  
*Gonzaga, '43, Phil.*

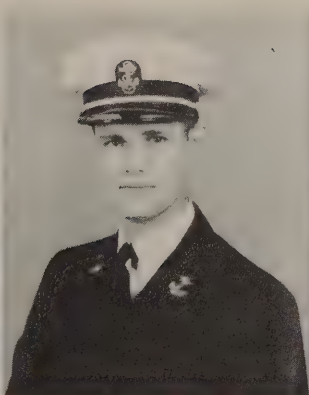


HARRY J. CARROLL, JR.  
6 Utica St.  
Woburn, Mass.  
*Boston Col., '43, Physics*





HENRY CARTER  
7524 Cromwell  
Clayton, Mo.  
*Washington U., '43, Bus. Ad.*



GEORGE B. CASE  
1 Grove St.  
Tarrytown-on-Hudson, N. Y.  
*Southwestern, '43, Bus. Ad.*



WARREN F. CECIL  
1020 N. Uhrich St.  
Uhrichsville, Ohio  
*Ohio U., '43, Com.*



JAMES L. CHAPELLE  
River Crest Drive  
Appleton, Wis.  
*Lawrence, '43, Eng. & Phil.*



PETER H. CHWASTIAK  
422 Middle St.  
Frackville, Pa.  
*Temple, '43, Acct.*



WILLIAM M. CLARK  
301 Prospect Blvd.  
Waterloo, Iowa  
*Iowa, '43, Com.*

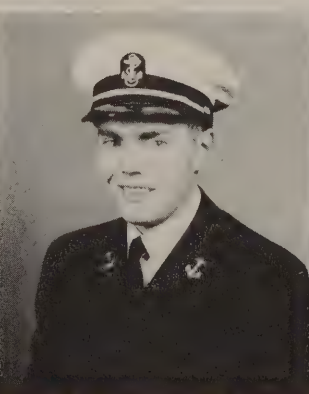


"AND NOW, GENTLEMEN, FOR  
OUR NIGHT LOOKOUT CLASS!"

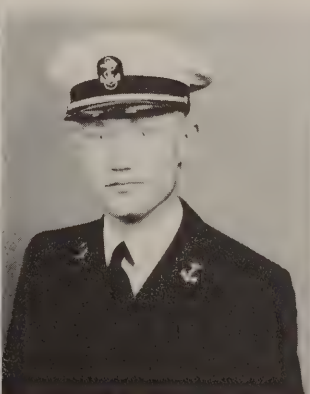
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A



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1191 Hedding St.  
San Jose, Cal.  
*San Jose St. Col., '43, Bus. Ad.*



ARTHUR H. CLEMENT  
417 N. Maple St.  
Greenwich, Conn.  
*Dartmouth, '43, Eco.*



ARTHUR J. COBURN III  
1928 Linden Drive  
Cedar Rapids, Iowa  
*Purdue, '43, Civil Engr.*



NORMAN H. COHEN  
19 Abbot St.  
Dorchester, Mass.  
*Boston U., '44, Mkt.*





RICHARD C. COLBRUNN  
1605 McLemore St.  
Memphis, Tenn.  
*Memphis St., '43, Chem.*



JOHN J. CONNOR  
155 Hale St.  
Beverly, Mass.  
*Boston Col., '43, Acct.*



HENRY E. COOPER III  
29 Crest Drive  
Hemet, Cal.  
*Princeton, '43, Chem. Engr.*



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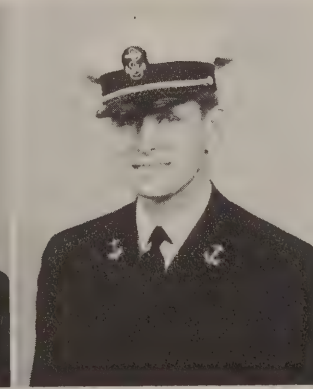
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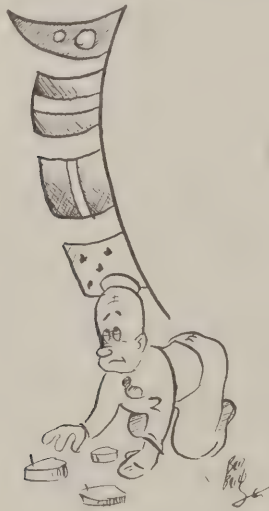
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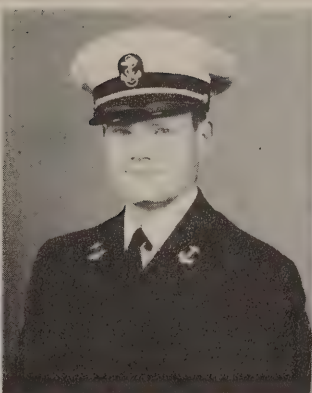


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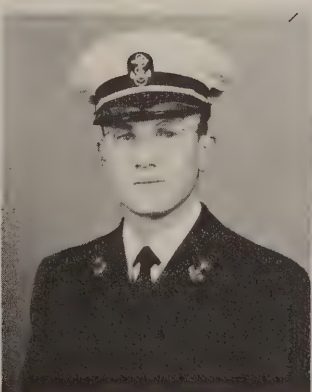
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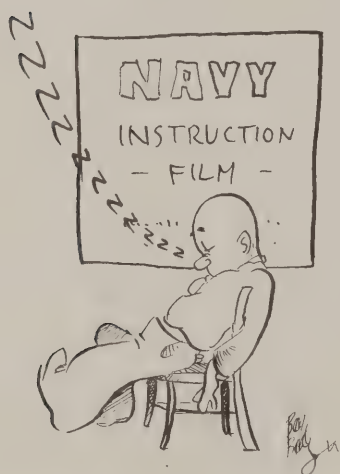
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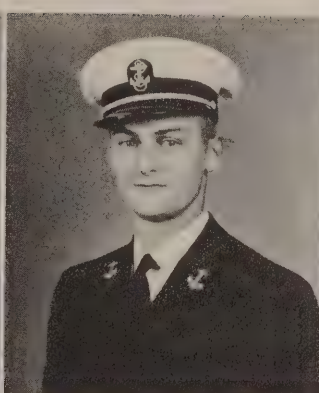




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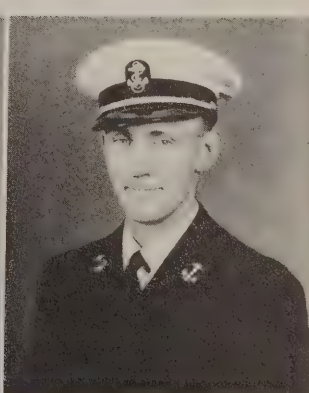
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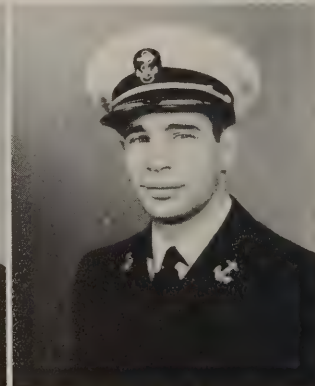
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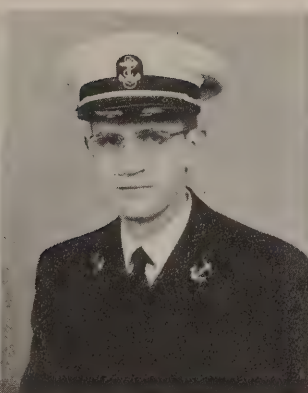


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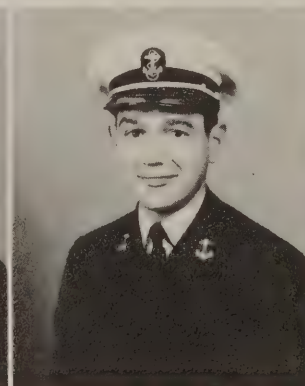
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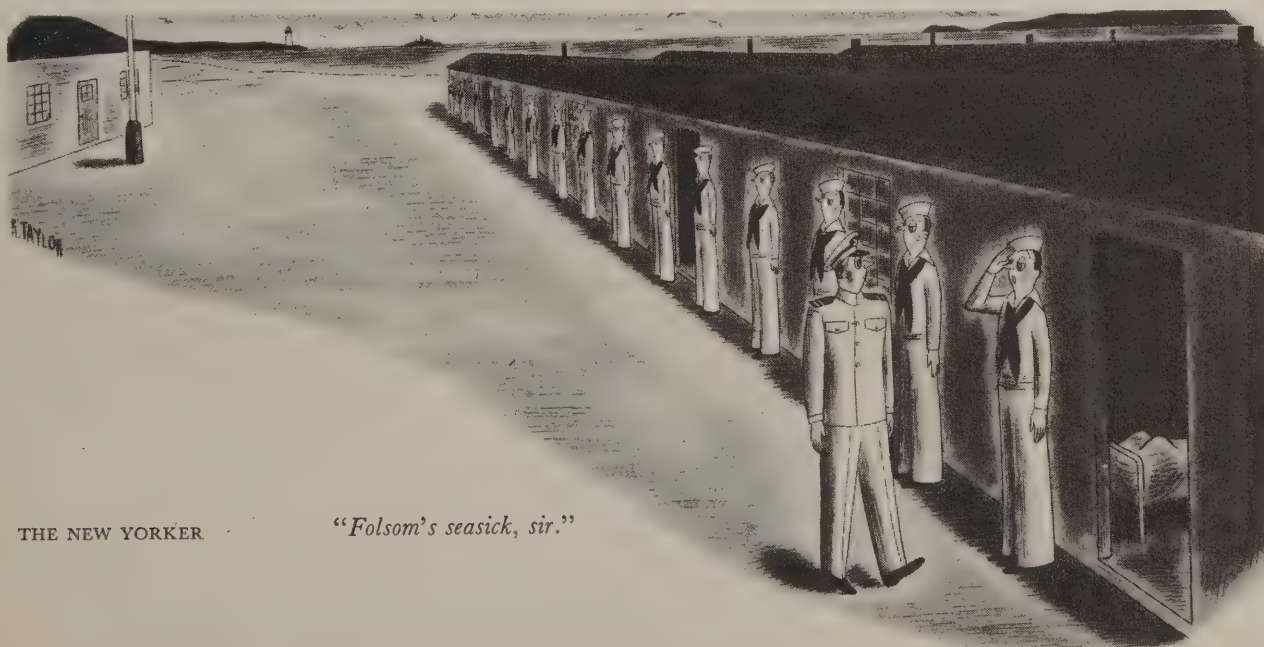
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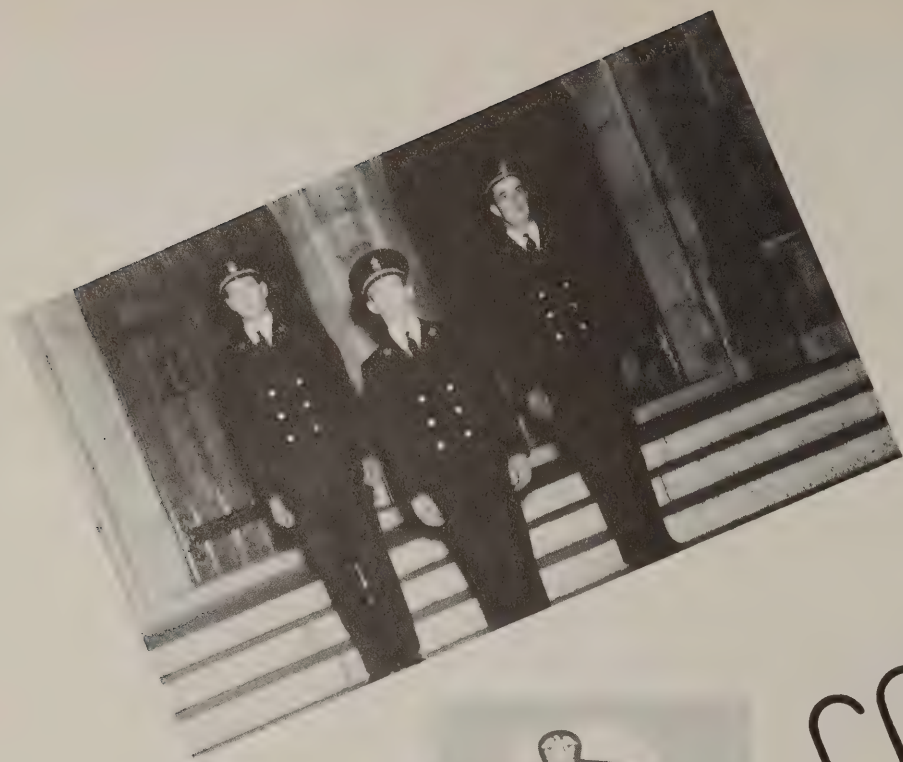


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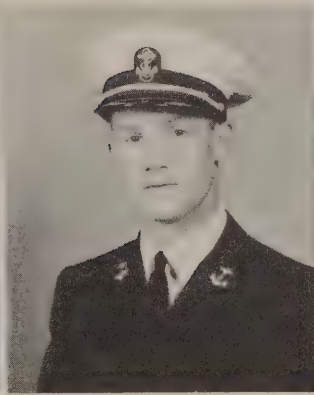




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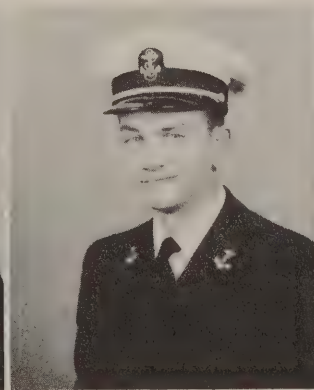
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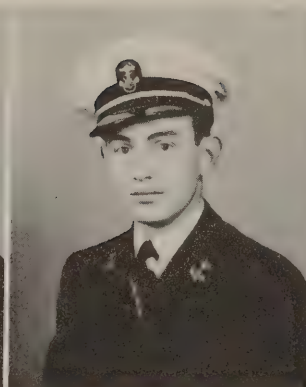
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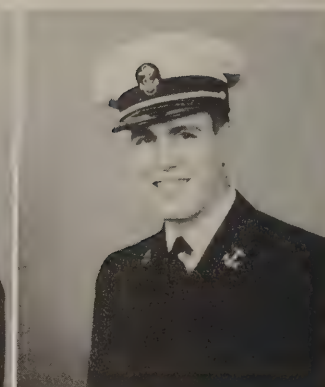
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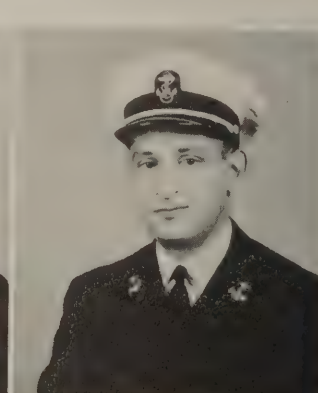
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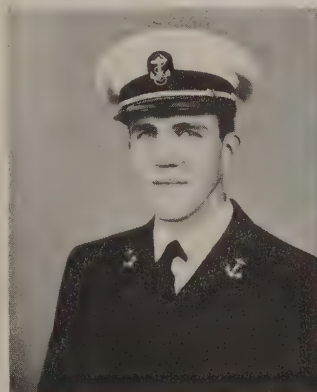
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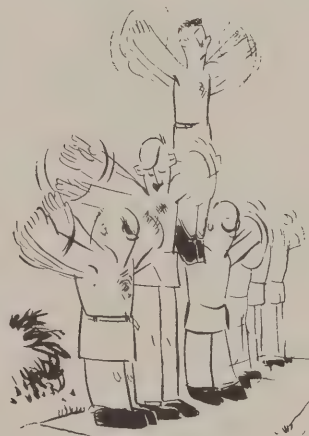
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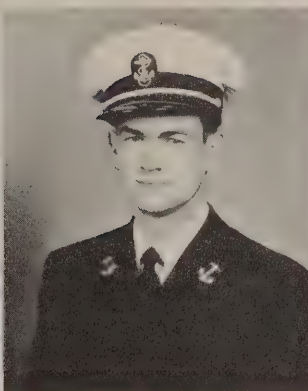




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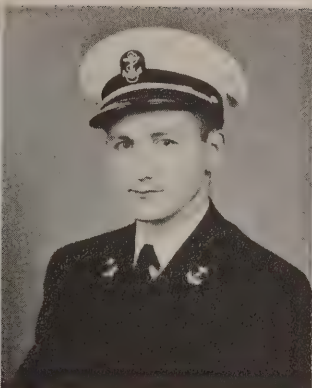


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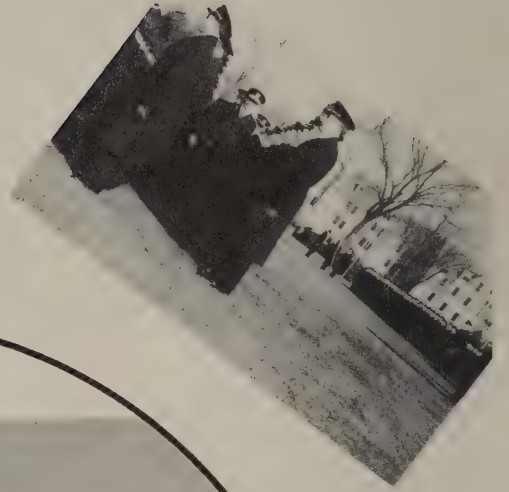
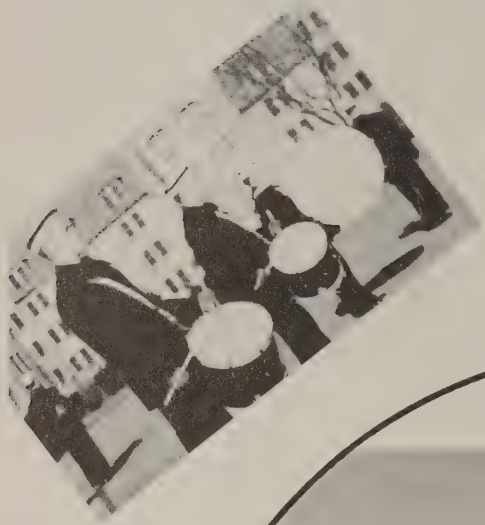
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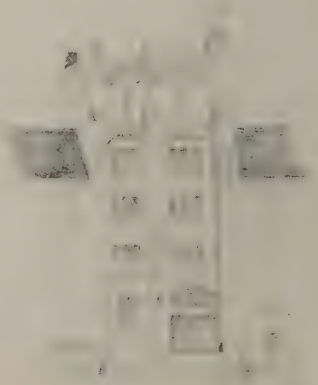
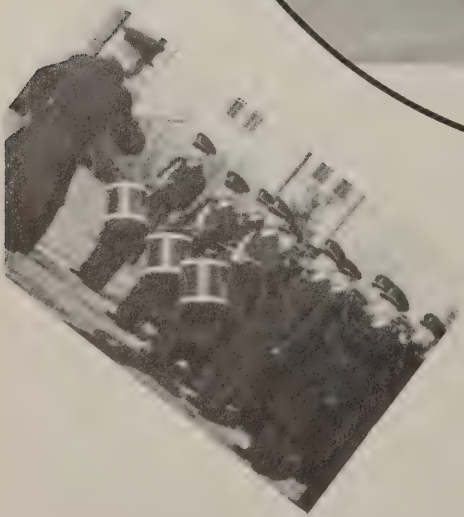
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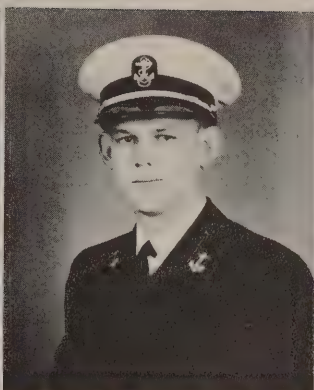
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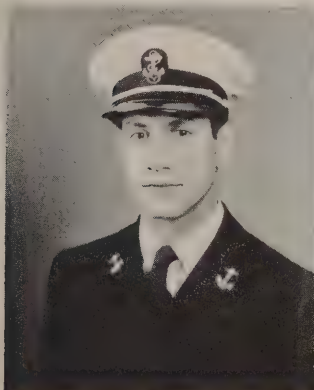
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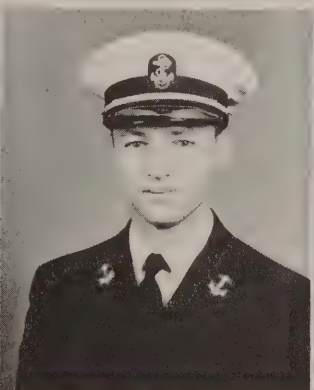
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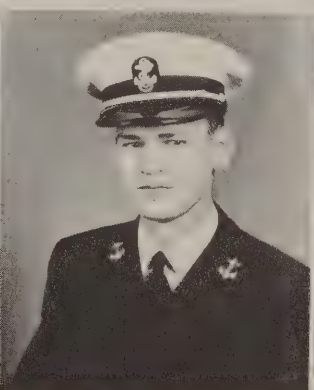
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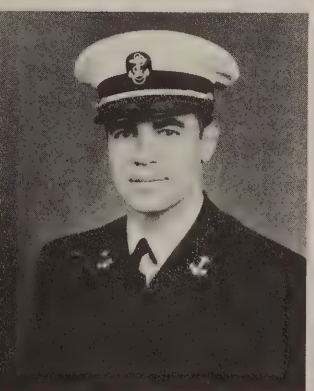
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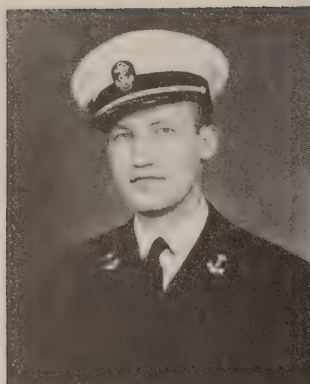


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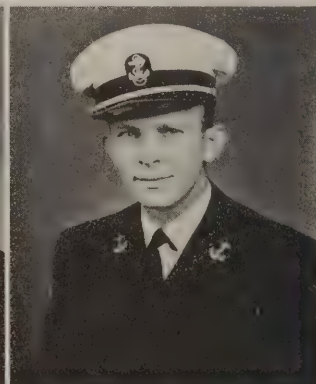
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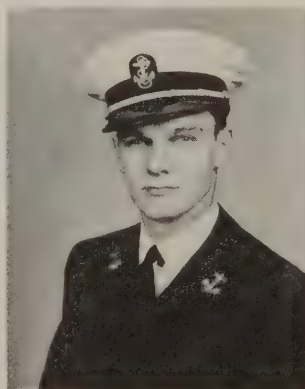
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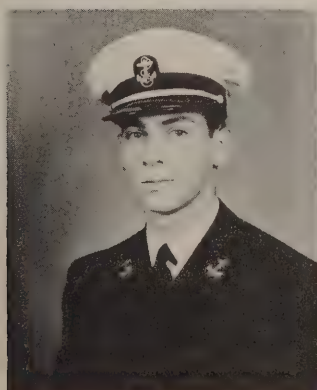
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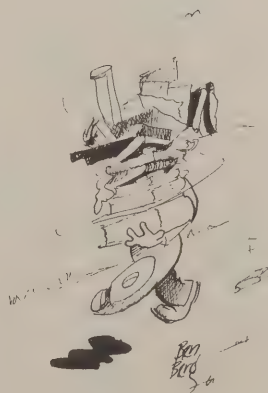
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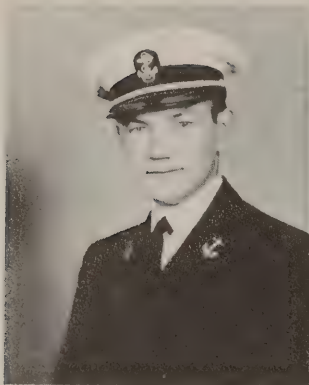


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Staunton, Ill.  
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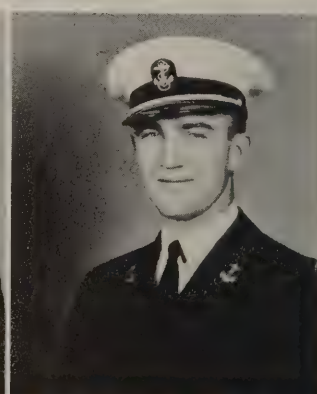
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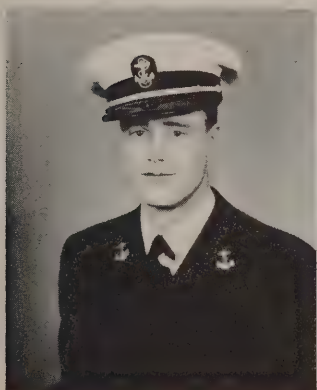
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Glen Cove, N. Y.  
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246 Center St.  
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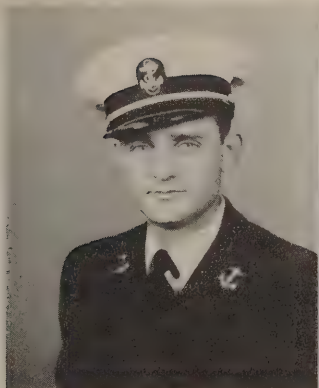


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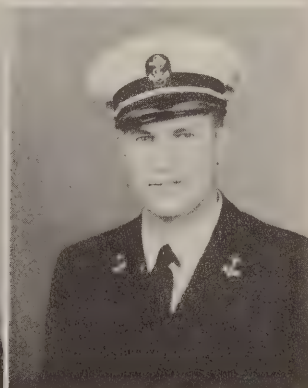
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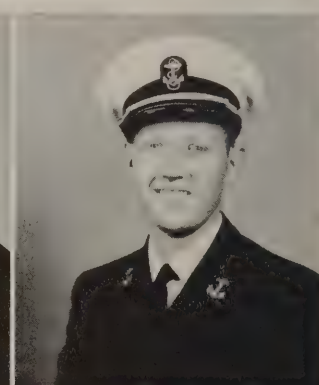
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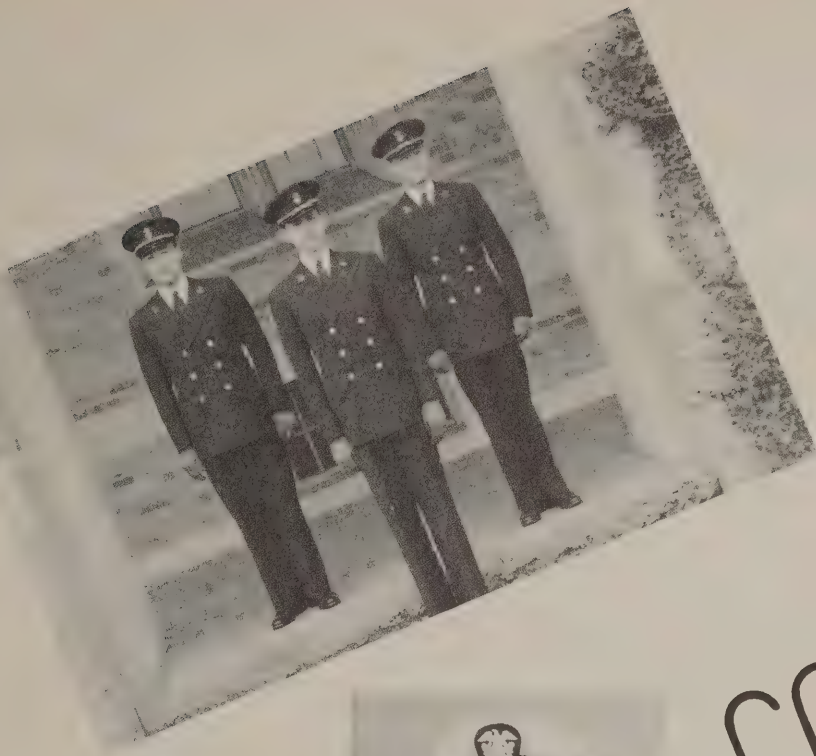
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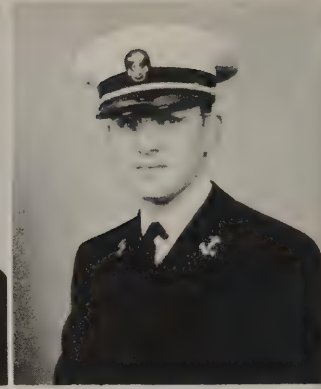
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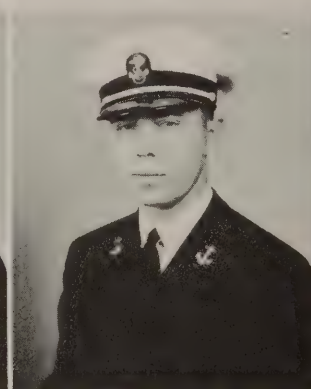
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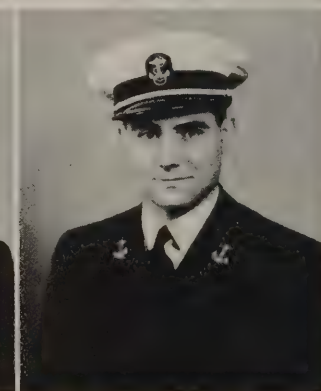
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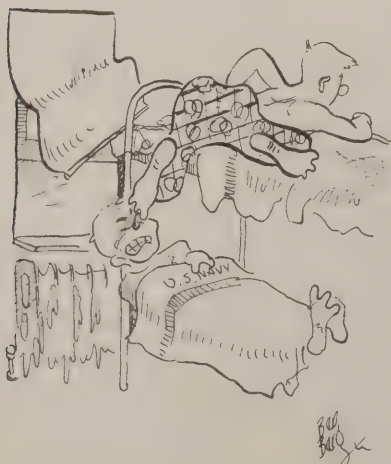
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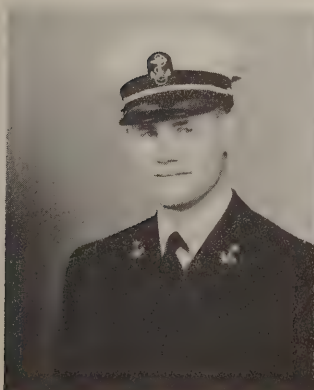
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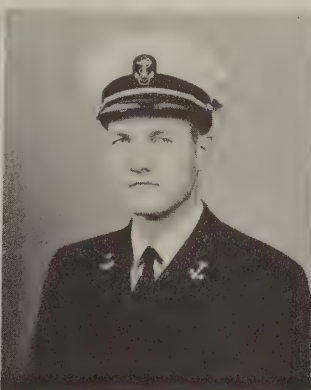
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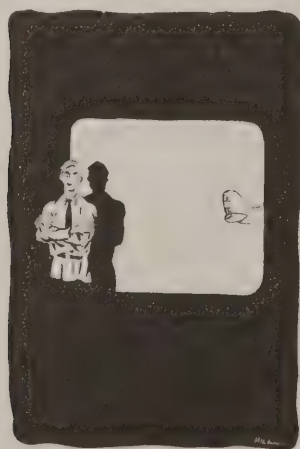
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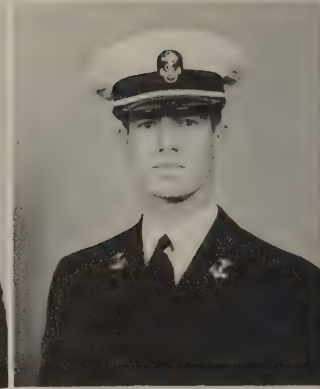
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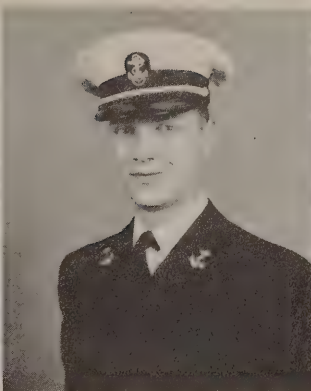


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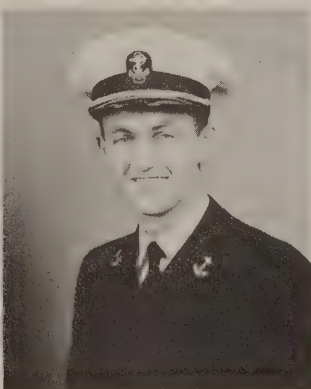
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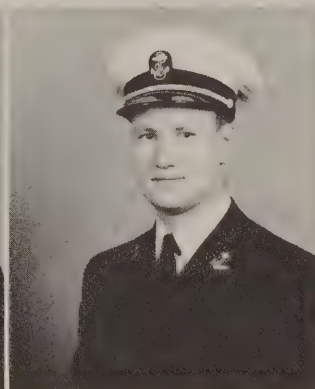
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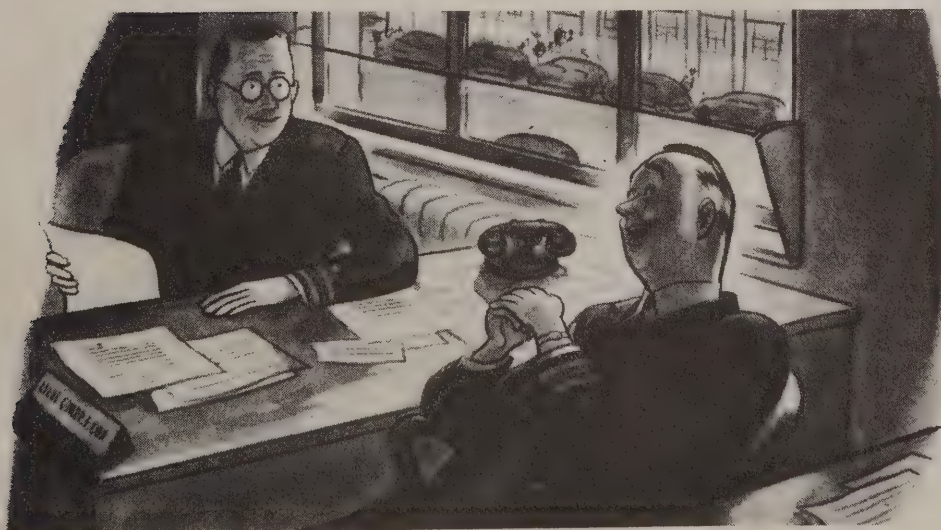
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*Boston Col., '43, Eng.*



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107 E. College Ave.  
Westerville, Ohio  
*Ohio Wesleyan U., '43, Chem.*



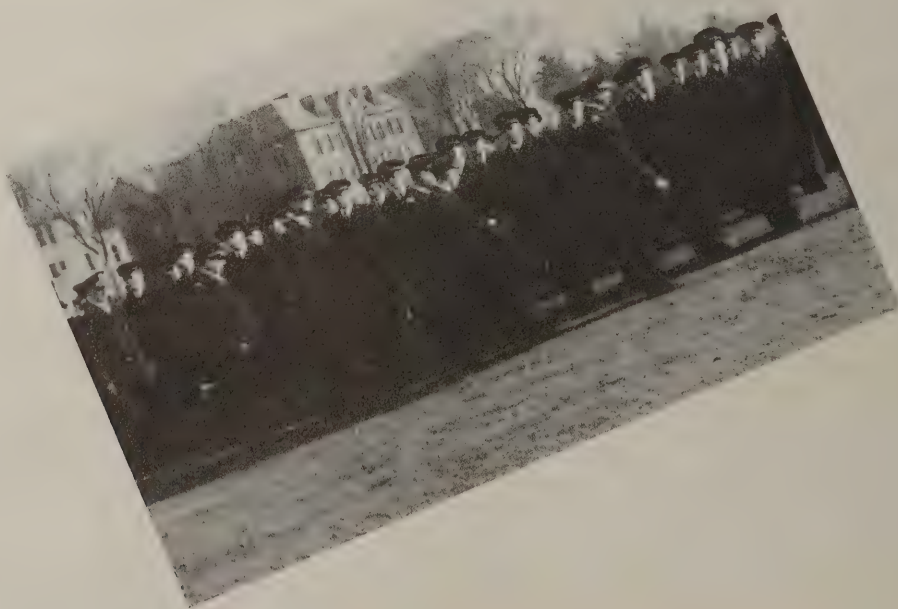
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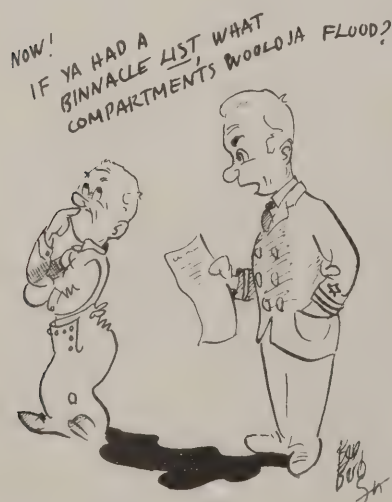
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1801 Sledge St.  
Marshall, Texas  
*Baylor, '43, Bus. Ad.*



**JOSEPH A. FLYNN**  
350 Greeley Ave.  
Staten Island, N. Y.  
*C. C. N. Y., '43, Acct.*



**C. E. FOEHNER, II**  
Pocahontas, Ill.  
*S. Ill. Nor. U., '43, History*



**DANIEL FOGEL**  
5530 Kimbark Ave.  
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*Chicago U., '43, Pol. Sc.*



**ROBERT J. FOLEY**  
729 Santa Fe Ave.  
Berkeley, Cal.  
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CAMERON B. FORREST  
Uniontown, Ala.  
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WILLIAM L. FOSTER  
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126 Park St.  
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1310 Willard Street  
San Francisco, Cal.  
*San Francisco U., '43, Chem.*



MARTIN W. FREY  
2065 Grand Concourse  
New York, N. Y.  
*N. Y. U., '41, History*



LOUIS FRIEDMAN  
1002 W. Market St.  
Louisville, Ky.  
*Louisville Col. of Phar., '40*



SHERRILL FRIEDMAN  
214 Brush Creek Blvd.  
Kansas City, Mo.  
*Washington U., '43, Law*



BERNARD P. FUCHS  
Farmersville, Ill.  
*U. of Ill., '43, Ag.*





JOSEPH B. FULLER  
2133 Walton Way  
Augusta, Ga.  
*Presbyterian Col., '43, Eco.*



WILLIAM D. FULLER  
5522 Tennessee Ave.  
St. Louis, Mo.  
*St. Louis, '43, Acct.*



JERRY H. FUNK  
4532 Otis Drive  
Overland, Mo.  
*Bradley Col., '40, Chem.*



SUMNER D. GAINSBORG  
1494 Beacon St.  
Brookline, Mass.  
*Boston U., '43, Law*



CHARLES A. GALLAGHER  
401 Riley St.  
Lansing, Mich.  
*Mich St., '43, History*



JOHN J. GALLAGHER  
5750 N. Fairhill St.  
Philadelphia, Pa.  
*St. Joseph's Col., '43, Bus. Ad.*



L. F. GALLAGHER  
14 Haverford St.  
Jamaica Plain, Mass.  
*Boston Col., '43, History*



ROBERT J. GALLAGHER  
407 Susquehanna Ave.  
Olyphant, Pa.  
*Scranton U., '43, Soc. Sc.*



G. J. GALLINGHOUSE  
Algiers, La.  
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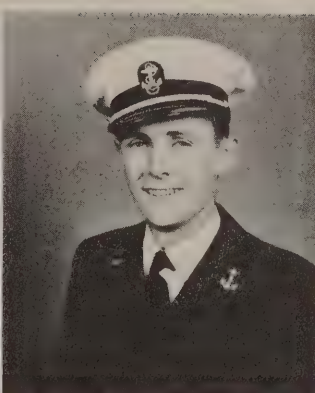




JOHN R. GANNETT  
6435 Cecil Ave.  
St. Louis, Mo.  
*Washington U., '43, Psy.*



CLEMENT E. GARDINER  
Auburn Farm  
Thurmont, Md.  
*Princeton U., '42, Eng.*



THOMAS J. GARDNER  
1409 N. Prospect Ave.  
Milwaukee, Wis.  
*Mil. St. Tea. Col., '43, Ed.*



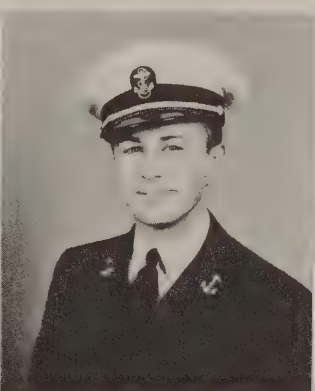
MICHAEL J. GARGAN  
12 Matchett St.  
Brighton, Mass.  
*Boston Col., '43, Econ.*



JAMES J. GARRITY, JR.  
140 North St.  
Salem, Mass.  
*Catholic U., '43, Arch.*



JAMES A. GARVEY  
4520 Main St.  
Snyder, N. Y.  
*Canisius Col., '43, Latin*



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162 Devon St.  
Dorchester, Mass.  
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ERNEST P. GEENBERG  
3896 Reading Road  
Cincinnati, Ohio  
*Ohio St., '43, Zool.*



IRWIN A. GELLAR  
3100 Sheridan Road  
Chicago, Ill.  
*C. C. N. Y., '41, Acct.*



WILLIAM J. GEORGE  
Twin Oaks Drive  
Pittsburgh, Pa.  
*Geneva Col., '43, Bus. Ad.*





**JERALD GERSHON**  
6209 Harrison Ave.  
Kansas City, Mo.  
*Washington U., '43, Acct.*



**EDWARD C. GESE**  
705 Richmond Ave.  
Buffalo, N. Y.  
*N. Y. U., '43, Biol.*



**CARMAN F. X. GIACCONE**  
72 Bulwer Place  
Brooklyn, N. Y.  
*Colgate, '43, Phil.*



**JACK P. GIBSON**  
Bensonville, Ill.  
*Iowa St. Col., '43, Land Arch.*



**MELVEN J. GILPEN**  
335½ N. Monroe St.  
Muncie, Ind.  
*Ball St. Tea. Col., '43, Eng.*



**BERNARD L. GLASS**  
21 Loomis St.  
Burlington, Vt.  
*Boston U., '43, Law*



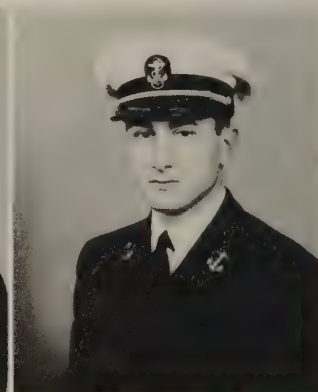
**PAUL F. GLYNN**  
127 W. Chestnut Ave.  
Chestnut Hill, Pa.  
*St. Joseph's Col., '43, Phil.*



**JOHN G. GODAIRE**  
3239 Pulaski St.  
St. Louis, Mo.  
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**MORTON P. GOLDBERG**  
1128 Lincoln Ave.  
New Castle, Ind.  
*Indiana U., '43, Adv.*



**EDWARD R. GOLDEN**  
2201 Richland Ave.  
Wheeling, W. Va.  
*Bethany Col., '42, Biol.*





WILLIAM E. GOLDER  
100 Bedford Ave.  
Bellmore, N. Y.  
*Columbia U., '39, Phar.*



DANIEL J. GORMAN  
Daisy Hill Farm  
Chagrin Falls, Ohio  
*Georgetown, '43, Eco.*



RAYMOND A. GOSSEIN  
346 Coolidge Ave.  
Manchester, N. H.  
*Mass. Col. of Phar., '43*



GEORGE E. GOUDELOCK  
803 Carolina Ave.  
Hartsville, S. C.  
*Clemson Col., '43, Text. Engr.*



GEORGE P. GOULET  
204 N. Lincoln Ave.  
Bay City, Mich.  
*U. of Grand Rapids, '43, Phar.*



HUBERT J. GOWNLEY  
509 River St.  
Scranton, Pa.  
*U. of Scranton, '43, Acct.*



JAMES W. GRACE  
5728 Giddings St.  
Chicago, Ill.  
*Loyola U., '43, Math.*



MARTIN D. GRADY  
1129 Beaconsfield Ave.  
Detroit, Mich.  
*U. of Minn., '43, Arch.*



JOSEPH D. GRAHAM  
610 Main St.  
Sistersville, W. Va.  
*Marietta Col., '40, Chem.*



M. F. GRAVENDER, JR.  
3504 Humboldt Ave., S.  
Minneapolis, Minn.  
*U. of Minn., '43, Geol.*

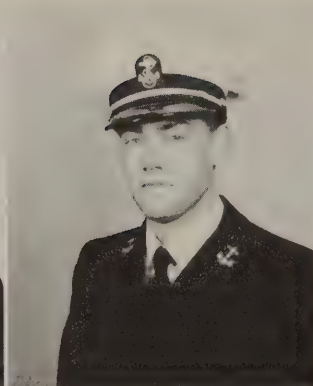




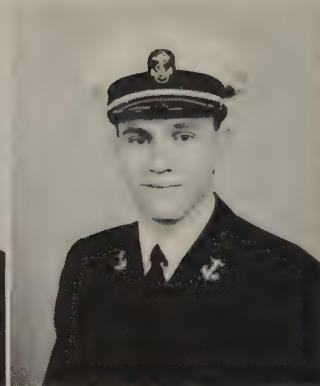
JESS D. GREEN  
1606 N. Rhodes St.  
Arlington, Va.  
*Kansas City U., '43, Biol.*



JOHN A. GREENE  
Greer, S. C.  
*Furman U., '43, Math.*



ROBERT W. GREENE  
Perry, Ga.  
*Mercer U., '43, Chem.*



CHARLES M. GRETHER  
300 S. Crest Road  
Chattanooga, Tenn.  
*U. of Chattanooga, '43, Chem.*



GERALD H. GRIFFIN  
630 Birch St.  
San Mateo, Cal.  
*San Francisco U., Forestry*



ELDON L. GRIMES  
Ursa, Ill.  
*Culver-Stockton, '39, Biol.*



EARLE H. GROSSMAN  
409 Arbuckle Ave.  
Cedarhurst, N. Y.  
*U. of Ind., '43, Acct.*



MORTON C. GROSSMAN  
1007 Winslow Ave.  
New Castle, Pa.  
*Ind. St. Tea. Col., '43, Acct.*



WILLARD Y. GRUBB  
2411 Cumberland Ave.  
Mount Penn, Reading, Pa.  
*Albright Col., '43, Chem.*



ERNEST J. GSELL  
3 Madison Ave.  
E. Orange, N. J.  
*Lehigh, '43, Govt.*





JAMES S. GULEKE  
1607 Harrison St.  
Amarillo, Texas  
*U. of Texas, '43, Zool.*



EDWARD J. GUNN, JR.  
9014 Beverly Court  
Detroit, Mich.  
*Wayne U., '43, Health Ed.*



MORTON HACK  
Reistertown, Md.  
*Johns Hopkins U., '43, Bus. Eco.*



CHESTER H. HACKE  
1318 Caroline St.  
Alameda, Cal.  
*San Fran. Jr. Col., Mech. Engr.*



HARRY C. HACKMAN, JR.  
1035 Broadway Ave.  
East McKeesport, Pa.  
*W. & J., Pre-Med.*



JOSEPH J. HADAR  
135 Canal St.  
Greenville, Pa.  
*W. Reserve, '43, Pol. Sc.*



DONALD H. HAGE  
2925 Perry St.  
Denver, Col.  
*Denver U., '43, Acct.*



JOHN S. HAGEMAN  
Sanborn, Minn.  
*U. of Minn., '40, Zool.*



ROBERT P. HALEY  
900 Lincoln Ave.  
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*W. & L., '43, Pub. Ad.*



WILLIAM F. HALEY, JR.  
141 Robbins Road  
Watertown, Mass.  
*Boston Col., '43, Acct.*



WILLIAM P. HALLMAN  
Grandview, Texas  
*U. of Texas, '38, Acct.*



JACK K. HAMMOND  
510 W. Bridge St.  
Austin, Minn.  
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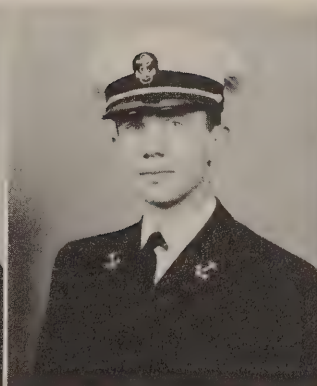




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*Loyola U., '43, Phil.*



CHARLES K. HANSEN  
620 15th Ave., S. E.  
Minneapolis, Minn.  
*U. of Minn., '43, Bus.*



JOHN G. HANSEN  
2131 N. 118th St.  
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ARTHUR B. HARDING  
85 Greenvale Ave.  
Yonkers, N. Y.  
*St. Joseph's, '42, Psy.*



ROLLA E. HARGRAVES  
2114 N. 19th St.  
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HILLIARD M. HARPER  
508 W. Church St.  
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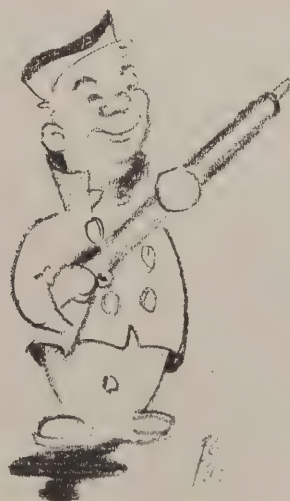
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H. C. HARRISON, JR.  
3521 St. James Road  
Baltimore, Md.  
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THOMAS P. HARRISON  
15 Beacon St.  
Concord, N. H.  
*U. of N. H., '43, Eco.*



WILLIAM T. HART  
850 N. Hawthorne Lane  
Indianapolis, Ind.  
*U. of Mo., '43, Eco.*



HARRY J. HARTL, JR.  
3526 82nd St.  
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JACK T. HARTZELL  
Batesville, Miss.  
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WILLIAM B. HARVEY  
308 S. Main St.  
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*Ill. Wesleyan, '43, Sc.*





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*U. of Tenn., '43, Eco.*



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ROBERT M. HEATH  
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Wallingford, Conn.  
*Wesleyan, '43, Psy.*



GEORGE S. HEBB, JR.  
3 Stowell Road  
Winchester, Mass.  
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503 E. Seventh St.  
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*Super. St. Tea. Col., '43 Chem.*



ERNEST M. HELLER  
231 N. Oliver St.  
Wichita, Kan.  
*U. of Texas, Phar.*



LESLIE L. HELLER, JR.  
951 Prospect Place  
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*Spring Hill, '43, Eng.*



ROBERT J. HELLERER  
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L. B. HENDRICKSON  
701 W. Devirian Place  
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*U. of S. Cal., '43, Com.*



ROGER J. HENNESSY  
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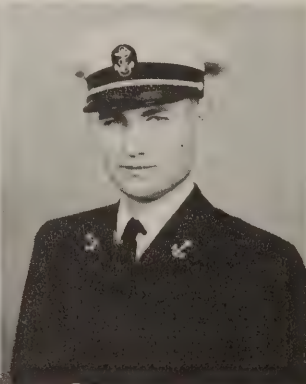
LYMAN H. HENRY  
302 Third Ave.  
Charles City, Iowa  
*U. of Iowa, '43, Jour.*



JACOB B. HENSON  
East Main St.  
Piketon, Ohio  
*Ohio St., '43, History*



KENNETH M. HEPLER  
120 W. Harrison Ave.  
Wheaton, Ill.  
*Ill. Inst. Tech., Mech. Engr.*



NORMAN G. HERREN  
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ALBERY B. HERRICK III  
1074 Fourth St.  
Santa Rosa, Cal.  
*Stanford, '43, Eco.*



HENRY O. HERRIN, JR.  
100-A W. Earle St.  
Greenville, S. C.  
*U. of S. C., '37, Phar.*



JOSEPH S. HERRINGTON  
806 Jackman Ave.  
Avalon, Pittsburgh, Pa.  
*Kenyon Col., '43, Psy.*



CHARLES M. HIATT, JR.  
428 S. 23rd St.  
Richmond, Ind.  
*Earlham Col., '43, Biol.*





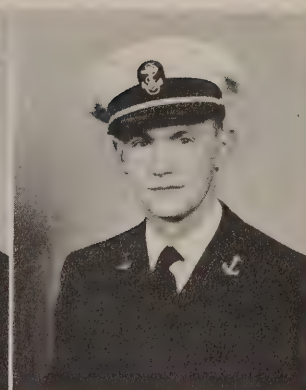
VONNIE M. HICKS, JR.  
1539 Iredell Drive  
Raleigh, N. C.  
*Wake Forest, '43, Gen. Sc.*



JOSEPH W. HIGGINS  
1243 Stanyan St.  
San Francisco, Cal.  
*S. Fran. St. Col., '44, Art*



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10907 110th St.  
Ozone Park, New York, N. Y.  
*Brooklyn Col., '40, Govt.*



DONALD L. HILLMAN  
880 Front St.  
Warren, Ohio  
*Ohio St., '43, Pol. Sc.*



MILTON L. HILLMAN  
4 Brinsley St.  
Dorchester, Mass.  
*Mass. Col. of Phar., '43*



GEORGE H. HILLS, JR.  
3605 Paxton Ave.  
Cincinnati, Ohio  
*Kenyon Col., '43, Spanish*



FRANK G. HLAVATY  
7751 Burnette St.  
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*Det. Inst. of Tech., '43, Bus. Ad.*



JOSEPH F. HODAPP  
127 Howard Ave.  
Dorchester, Mass.  
*Boston Col., '43, Acct.*



WARREN R. HOFFERT  
306 Oak Grove St.  
Minneapolis, Minn.  
*St. John's U., '43, Biol.*



WILLIAM H. HOGAN  
510 S. Willomet St.  
Dallas, Texas  
*U. of Texas, Chem.*





A. A. HOLLENDER  
2000 Prospect Ave.  
Bronx, N. Y.  
*Texas A. & M., '43, Eco.*



ROY C. HOLMES  
Nortonville, N. D.  
*Jamestown, '42, Chem.*



HERMAN O. HOMANN  
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*E. Ill. St. Tea. Col., Rockhurst, Ed.*



ROY H. HOOPES, JR.  
2114 44th St., N.W.  
Washington, D. C.  
*Washington U., '43, History*



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1112 Boundary St.  
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723 N. Valley Ave.  
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LEE D. HOWARD  
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*N. T. S. T. C., '43, Phys. Ed.*



JAMES H. HOWE III  
1022 Hampton Park  
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*Washington U., '43, Bus. Ad.*



JOHN J. W. HOWE  
15 Sterling Ave.  
Buffalo, N. Y.  
*Canisius Col., '43, Acct.*



ALLEN E. HOWLAND  
44 Maple St.  
Hudson Falls, N. Y.  
*Dartmouth, '44, History*





JAMES R. HULL  
5606 Highland Ave.  
Kansas City, Mo.  
*Kansas, '43, Pre-Med.*



JOHN J. HUNT  
1837 E. 85th St.  
Los Angeles, Cal.  
*Fresno State, '44, Com.*



PHILIP M. HUNT  
3214 N. E. 40th Ave.  
Portland, Ore.  
*U. of Ore., '44, History*



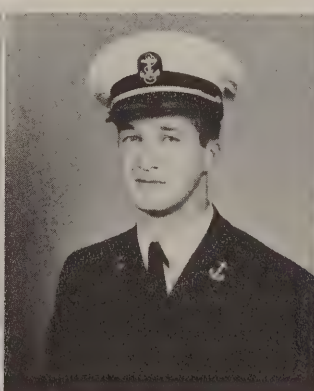
LEWIE S. HUNTER  
1081 Woodward St.  
South Bend, Ind.  
*Wofford Col., '35, Engr.*



W. A. HUTCHINSON  
Albion, Neb.  
*U. of Nebraska, '43, Ag.*



LEWIS P. HYATT  
Arab, Ala.  
*Jacksonville St. Tea. Col., Ed.*



AUSTIN T. HYDE  
Damascus, Va.  
*U. of Va., Biol.*



CHARLES B. INGELS II  
20 Ridgeview Ave.  
Orange, N. J.  
*Principia Col., '43, Chem.*



JOSEPH P. IRVIN  
914 Flanders Road  
Philadelphia, Pa.  
*Westchester S. Tea., '43, Phy. Ed.*



WARREN L. ISRAEL  
5616 Virginia Ave.  
Kansas City, Mo.  
*U. of Kansas, Pre-med.*





JAMES D. JACKSON  
316 E. Black Diamond St.  
Richmond, Mo.  
*Central Col., '43, Eco.*



MYRL W. JACKSON  
Robinson, Ill.  
*E. Ill. S. T. C., Math.*



ROBERT J. JACOBI  
51 Burke Drive  
Buffalo, N. Y.  
*Canisius Col., '43, Acct.*



RAYMOND L. JAGELS  
Cole Camp, Mo.  
*St. Louis Col. of Phar., '43*



STERLING W. JAMES, JR.  
2523 45th St.  
Galveston, Texas  
*Baylor, '43, Eng.*



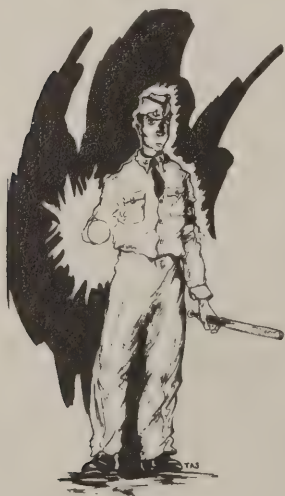
VERNOL R. JANSEN, JR.  
2453 St. Stephens Road  
Mobile, Ala.  
*U. of Ala., '43, Eng.*



OLIVER T. E. JERSTAD  
Carnation, Wash.  
*U. of Wash., '43, Pol. Sc.*



WILLIAM C. JETER  
431 Crockett St.  
Lawrenceburg, Tenn.  
*U. of Tenn., Bus. Ad.*



EDWARD T. JIRIK  
510 N.W. Fourth St.  
Faribault, Minn.  
*St. John's U., '43, Eco.*

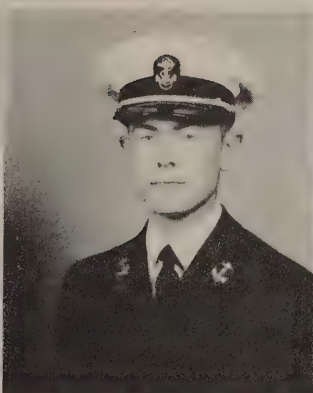


ARTHUR E. JOHNSON, JR.  
812 S. Second St.  
Mt. Vernon, Wash.  
*U. of Wash., '43, Eco.*





DAVID S. JOHNSON  
917 N. State St.  
Waseca, Minn.  
*U. of Minn., '41, Ag. Ed.*



FORREST W. JOHNSON  
Yakima, Wash.  
*Wash. St., Zool.*



HARRY W. JOHNSON  
Greensburg, Kan.  
*Kan. U., '43, Music*



ROBERT W. JOHNSON  
827 E. College Ave.  
Appleton, Wis.  
*Lawrence Col., '43, Zool.*



VAN H. JOHNSON  
Winston-Salem, N. C.  
*N. C. St., '41, Agro.*



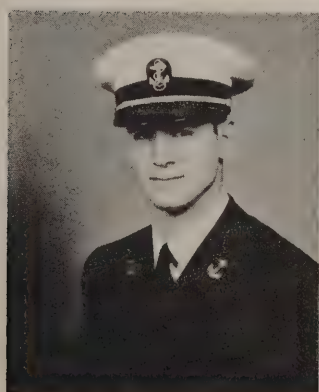
WARREN L. JOHNSON  
2020 Cedar St.  
Berkeley, Cal.  
*U. of San Francisco, '43, Eco.*



CLIFFORD E. JONES  
11 S. Sherman St.  
Liberal, Kan.  
*Southwestern, '43, Pre-med.*



DAVID B. JONES  
118 Center College St.  
Yellow Springs, Ohio  
*Antioch, '43, Chem.*



JERRELL W. JONES  
Gresham St.  
Indianola, Miss.  
*U. of Miss., '43, Bus. Ad.*



JOHN P. JONES  
532 Country Club Road  
Brevard, N. C.  
*Wake Forest, '43, Physics*





VINCENT JONES  
9956 Wallace St.  
Chicago, Ill.  
*DePauw, '43, Chem.*



JAMES J. JORDAN  
144 Woodland Ave.  
Lansdowne, Pa.  
*St. Joseph's Col., '43, Acct.*



WILLIAM S. KAESS  
Wheaton, Minn.  
*U. of Minn., '43, Phys. Ed.*



TRUMAN F. KAHN  
880 Parkway Drive, N.E.  
Atlanta, Ga.  
*So. Col. of Optometry, '43*



SIDNEY S. KALLICK  
6804 S. Crandon St.  
Chicago, Ill.  
*U. of Chicago, '43, Pol. Sc.*



JOSEPH F. KANE  
6516 Belmar Terrace  
Philadelphia, Pa.  
*Penn., '42, Acct.*



EDWARD R. KARP  
911 Simpson St.  
Bronx, N. Y.  
*C. C. N. Y., '43, Acct.*



IRVING KAUFMAN  
140 W. 175th St.  
New York, N. Y.  
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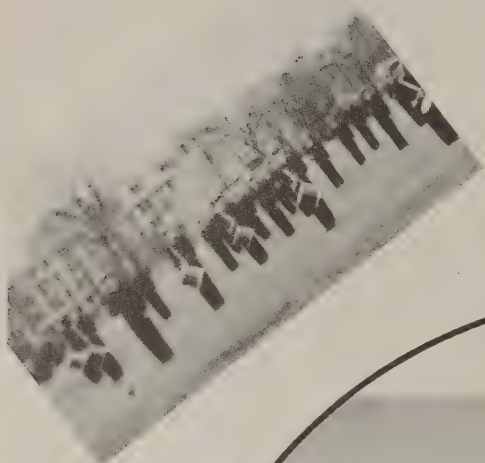


WM. A. L. KAUFMANN  
1001 E. Jefferson Ave.  
Detroit, Mich.  
*U. of Mich., '43, Law*





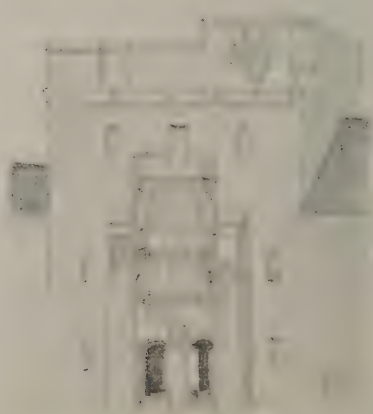




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Sparrowbush  
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*Manhattan, '41, Ed.*



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5307 N. Charles St.  
Baltimore, Md.  
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218 E. Prospect St.  
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6177 Washington St.  
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FRANK W. KILBURN, JR.  
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*Wesleyan, '43, Govt.*



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7231 Winchester Drive  
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*Washington U., '43, Law*



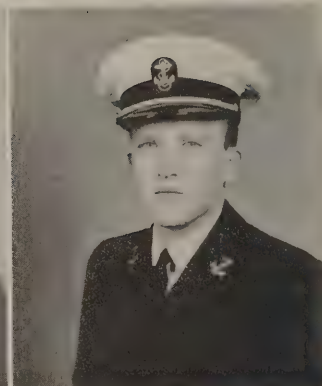
**RICHARD F. M. KILROY**  
148 Grant St.  
Portland, Maine  
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619 Cedar Lane  
Hopewell, Va.  
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4342 Madison St.  
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*Loyola U., '43, Acct.*



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Halifax, Pa.  
*Dickinson, '43, Chem.*



**GEORGE C. KOFFSKEY**  
4138 Magazine St.  
New Orleans, La.  
*Loyola of South, '43, Phar.*



**HAROLD KOSLOW**  
11 Poplar St.  
Boston, Mass.  
*Mass. Col. of Phar., '43, Chem.*

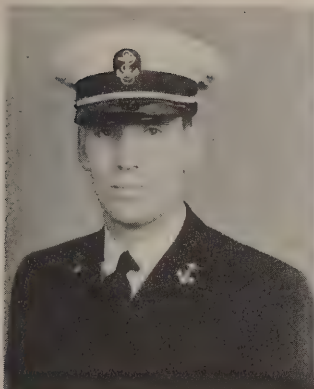


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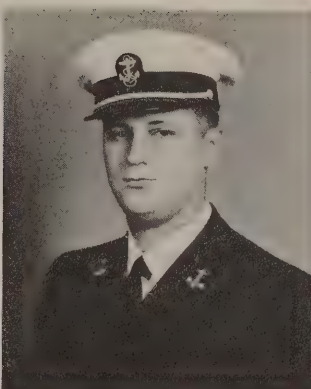


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1536 31st St.  
San Diego, Cal.  
*San Diego St., '43, Phy. Ed.*



RICHARD G. KURTH  
Pewaukee, Wis.  
*U. of Wis., '43, Agro.*



VINCENT J. LABARBERA  
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*Grove City Col., '43, Jour.*



ROYCE W. LAGRAVE  
424 41st St.  
Sacramento, Cal.  
*Jamestown Col., '43, History*



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Sarcxie, Mo.  
*U. of Mo., '43, Chem.*



CHARLES C. LANCASTER  
Bowie, Md.  
*Loyola Col., '43, Chem.*



RICHARD L. LANCASTER  
1473 Neil Ave.  
Columbus, Ohio  
*Ohio St., '43, Eco.*



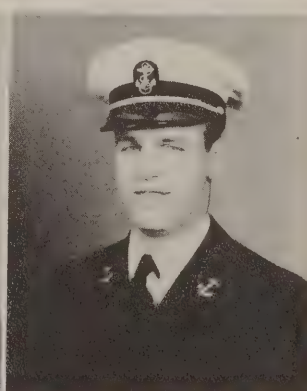
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*Piedmont, '41, Math.*



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ROBERT E. LANDO  
Coronado, Cal.  
*San Diego St., '43, Zool.*



WILLIAM C. LANE  
6 Woodland Terrace  
Westfield, Mass.  
*Kenyon, '43, Psy.*



THOMAS J. F. LARDNER  
133 Margin St.  
Lawrence, Mass.  
*Boston Col., '43, Ed.*



HENRY G. LARSON  
3215 N. Francisco Ave.  
Chicago, Ill.  
*Wright Jr. Col., '37, Engr.*



RUSSELL O. LARSON  
200 S. Elm St.  
Sauk Center, Minn.  
*U. of Minn., '43, Aero. Engr.*



CHAS. L. LATIMER, JR.  
42 Clemen's Ferry Road  
Charleston, S. C.  
*Col. of Charleston, '44, History*



RAYMOND G. LATIOLAIS  
Kaplan, La.  
*Loyola of South, '43, Phar.*



WILLIAM LAVALLE  
9305 101st Ave.  
Ozone Park, N. Y.  
*St. John's, '43, Biol.*



ROBERT E. LAYMAN  
Daleville, Va.  
*Bridgewater, '43, Eco.*



HARLEY B. LEARISH  
704 Pine St.  
Johnstown, Pa.  
*Otterbein, '39, Physics*



ROBERT J. LEE  
120 Willis Ave.  
Medford, Mass.  
*Boston Col., '43, Ind. Mgt.*



DEAN J. LEITER  
548 School St.  
Columbus, Ohio  
*Ohio St., Dairy Tech.*







LLOYD E. LENARD  
West Monroe, La.  
*L. S. U., '43, Jour.*



RAYMOND M. LENNERTZ  
Crown Point, Ind.  
*Notre Dame, '42, Pre-Med.*



WILFRED R. LEVIN  
129 East Ave.  
Lewiston, Maine  
*Bowdoin, '43, Eco.*



JAMES B. LEWIS  
116 E. Stevens St.  
Camilla, Ga.  
*Emory, '43, Psy.*



WILLIAM M. LEWIS  
Faison, N. C.  
*N. C. S., '43, Zool.*



CARROL B. LIECHTY  
323 W. Fourth St., S.  
Springville, Utah  
*Brigham Young, '41, Acct.*



WILLIAM P. LILJESTROM  
407 W. Eighth St.  
Ellsworth, Kan.  
*Notre Dame, '43, Phy. Sc.*



NORMAN W. LIND  
811 South Ave.  
Mankato, Minn.  
*Superior St., '44, Geology*



EDMUND J. LINDBLOM  
4530 S. Lowe Ave.  
Chicago, Ill.  
*U. of Chicago, '43, Pub. Ad.*



CELESTER T. LOCH  
27 12th Ave., S.  
St. Cloud, Minn.  
*U. of Minn., '43, Phar.*



BORIS S. LORWIN  
3000 39th St., N.W.  
Washington, D. C.  
*Georgetown, '43, For. Ser.*



JAMES S. J. LOUGHMAN  
6531 N. Francisco Ave.  
Chicago, Ill.  
*DePaul U., '43, Soc. Sc.*



JACK W. LOVE  
316 Magnolia Ave.  
Hannibal, Mo.  
*St. Louis Col. of Phar., '43*



JOSEPH K. LOWRY, JR.  
50 Elizabeth St.  
Ellicottville, N. Y.  
*Georgetown, '43, For. Ser.*



HERBERT LUEBBE  
Nelson St.  
Upton, Mass.  
*Clark U., '43, Physics*



ROBERT M. LUKES  
1713 Verde St.  
Bakersfield, Cal.  
*U. of San Fran., '43, Chem.*



RAYMOND B. LUTZ  
Elkin, N. C.  
*N. C. St., '43, For.*



ROBERT P. LUX  
16 Ballantyne Brae  
Utica, N. Y.  
*Hartwick, '43, Psy.*



WILLIAM T. LYBRAND  
822 Fifteenth Ave.  
Prospect Park, Pa.  
*Amherst, Acct.*



JOHN S. LYNESS  
28 Atkins Ave.  
Lynn, Mass.  
*Boston Col., '43, Eco.*







GEORGE M. LYNN  
184 Ayers Ave.  
Youngstown, Ohio  
*Ohio St., '43, Ed.*



ROBERT M. MACINNIS  
502 Washington St.  
Gloucester, Mass.  
*Amherst, '44, Eco.*



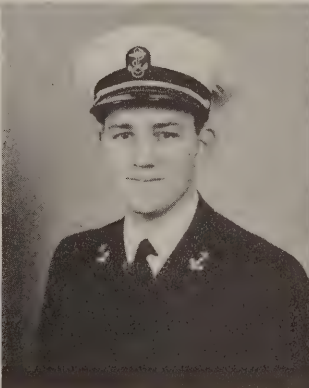
JOHN MACKINNON  
3760 Merrick St.  
Dearborn, Mich.  
*U. of Mich., '43, Fin.*



DONALD F. J. MAGUIRE  
4908 Lotus Ave.  
St. Louis, Mo.  
*Notre Dame, '41, Jour.*



DANIEL J. MAHONEY  
589 Carey Ave.  
Wilkes-Barre, Pa.  
*U. of Scranton, '38, Ed.*



MERLE B. MALLERY  
322 N. McNeil St.  
Memphis, Tenn.  
*U. of Ala., '41, Chem.*



N. L. MANFREDONIA  
441 Gregory Ave.  
Weehawken, N. J.  
*Fordham, '43, Biol.*



CHARLES F. MANNING  
185 Hammond St.  
Waltham, Mass.  
*Boston Col., '43, Acct.*



JOSEPH L. MANSON, JR.  
408 Brunswick Ave.  
Blackstone, Va.  
*Hampden-Sydney, '41, Math.*



LLOYD W. MARSALIS  
253 Herndon Ave.  
Shreveport, La.  
*U. of Miss., Soc.*



JACK A. MARTIN  
1919 Harshman Blvd.  
Springfield, Ohio  
*Ohio St., '43, Phy. Ed.*



JAMES E. MARTIN  
Waynesboro, Ga.  
*Mercer, '43, Physics*



JOHN S. MARTIN  
273 Spalding Drive  
Beverly Hills, Cal.  
*U. of Cal., '43, Eng.*



WOODROW W. MASSAD  
Healdton, Okla.  
*U. of Okla., '41, Zool.*



DONALD K. MATTISON  
16 Perry St.  
Auburn, N. Y.  
*Alma Col., Math.*



CHESTER F. MAY  
1555 Grand Concourse  
Bronx, N. Y.  
*St. John's U., '43, Acct.*



PAT H. MAYFIELD  
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*N. Texas St. Tea. Col., Ind. Arts*



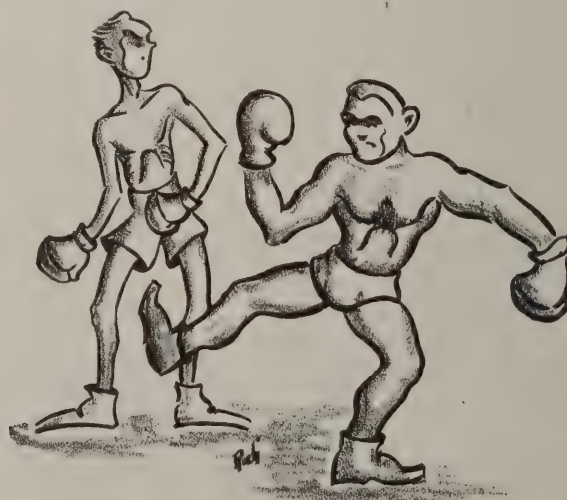
CHARLES F. B. MCALEER  
91 West St.  
Malden, Mass.  
*Boston Col., '43, History*



MARVIN McCLAM  
Lake City, S. C.  
*Clemson Col., '43, Ag.*



BILL C. McCLELLAN  
112 Central Blvd.  
Rio Vista, Texas  
*S. M. U., '43, Phy. Ed.*







**JAMES McCORMICK**  
2002 Yahara Place  
Madison, Wis.  
*U. of Wis., '39, Com.*



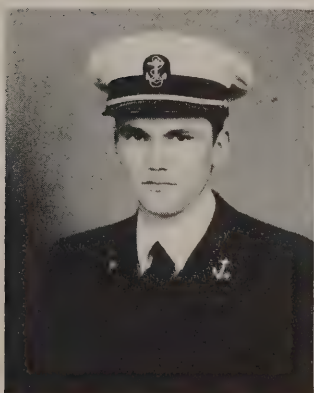
**CLAYTON R. McCULLEY**  
821 E. Seventh St.  
Dallas, Texas  
*S. M. U., '43, Acct.*



**ALBERT L. McDERMOTT**  
1027 Middlesex St.  
Lowell, Mass.  
*Boston Col., '43, History*



**WALLACE N. McDONALD**  
509 N. 38th St.  
Omaha, Neb.  
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4227 Herschel St.  
Dallas, Texas  
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*Stanford, '43, History*



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3056 S. 31st St.  
Omaha, Neb.  
*Creighton, '41, Law*



**JOHN F. MCGINNIS**  
2150 Washington St.  
San Francisco, Cal.  
*U. of San Fran., '43, Pol. Sc.*



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GEO. S. McKENZIE, JR.  
804 N. Alpine Drive  
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*U. of S. Cal., '43, Mkt.*



JOS. R. McMAHON, SR.  
4221 S. Rochebl Ave.  
New Orleans, La.  
*Loyola of South, '33, History*



ROBERT R. McNITT  
975 Pine St.  
Winnetka, Ill.  
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STANLEY E. MEADOR  
417 Columbia St.  
Council Grove, Kan.  
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106 W. Third St.  
Villisca, Iowa  
*U. of Iowa, '43, Com.*



MONTE J. MERKEL  
835 S. Elmwood Ave.  
Oak Park, Ill.  
*U. of Kan., '42, Bus.*



ROY C. MEYERS  
4970 Wabada St.  
St. Louis, Mo.  
*St. Louis, '43, Acct.*



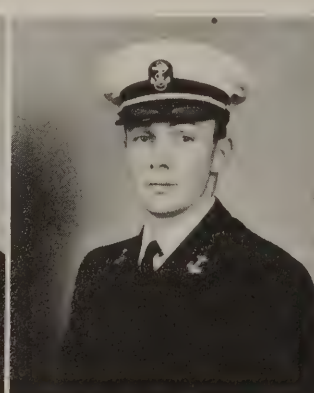
EDWARD MIGIELICZ  
2101 E. Elm St.  
West Franfort, Ill.  
*Mo. St. Tea. Col., '43, Phys. Ed.*



VERNON B. MILLSAP  
Bruner Ave.  
Evergreen, Ala.  
*W. & L., '43, Com.*



OSCAR G. MILNER  
360 Washington St.  
Whitman, Mass.  
*Brown, '43, Eco.*

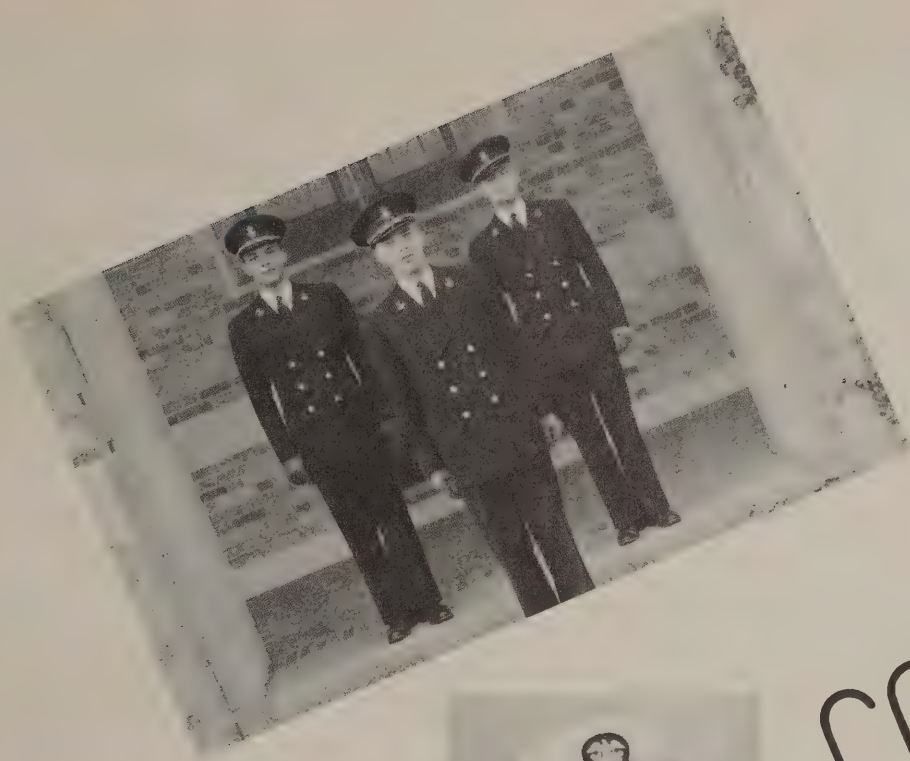


JOHN W. MISHLER, JR.  
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*Creighton, '43, Phar*



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RALPH M. MITCHELL  
302 Chestnut St.  
St. Marys, Pa.  
*Dickinson, '43, Chem.*



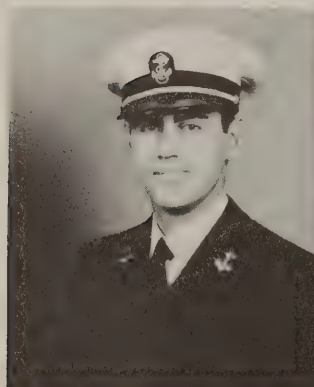
JOHN T. MOAKE  
1007 W. Goodall St.  
Marion, Ill.  
*S. Ill. Nor. U., '43, Phy. Ed.*



CARMAN J. MOLINARO  
57 Harvard St.  
Winchester, Mass.  
*Boston U., '44, Bus. Ed.*



RICHARD MOLLOY  
124 Augusta Ave.  
Baltimore, Md.  
*Loyola Col., '43, Math.*



WILLIAM P. MOLONEY  
6072 Neva Ave.  
Chicago, Ill.  
*Loyola U., Eng.*



DONALD F. MONTY  
3155 W. 40th Ave.  
Denver, Col.  
*U. of Denver, '43, Chem.*



FRANK B. MOORE, JR.  
2173 McKinley Ave.  
Lakewood, Ohio  
*Georgetown, '43, Eco.*



HAROLD C. MOORE  
934 N. Isabel St.  
Glendale, Cal.  
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OLIVER P. MOORE  
4024 Winchester Road  
Louisville, Ky.  
*Ga. Tech., Ind. Mgt.*



ANTHONY J. MORENO  
13359 117th St.,  
Ozone Park, N. Y.  
*St. John's, '43, Math.*







CHARLES F. MORGAN  
1001 S. Sixth Ave., W.  
Newton, Iowa  
*Ia. St. Col., Eng.*



ALBAN F. MORRIS, JR.  
893 Parkway Blvd.  
Alliance, Ohio  
*W. Reserve, '38, Bus. Ad.*



EUGENE N. MORRIS  
131 N. Austin Blvd.  
Chicago, Ill.  
*Loyola U., '43, Phil.*



RICHARD W. MORSE  
94 Edmunds Road  
Wellesley Hills, Mass.  
*Bowdoin, '43, Math.*



HANS W. MUELLER  
Wallings Road, N. Royalton  
Brecksville, Ohio  
*W. Reserve, '41, Acct.*



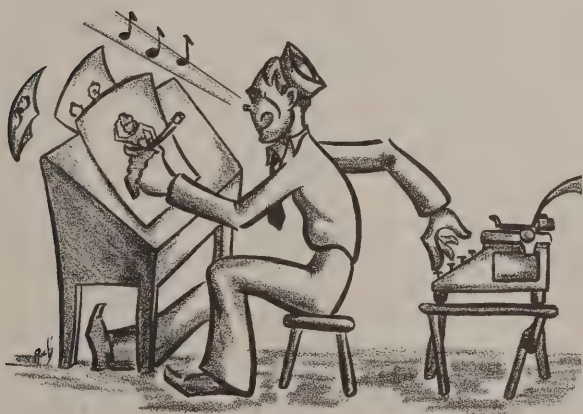
GEORGE D. MULLEN  
169 Sheriden Ave.  
Medford, Mass.  
*Boston U., '44, Phy. Ed.*



GEORGE S. MULLEN  
77 Sherman Place  
Jersey City, N. J.  
*St. Peter's Col., '43, Eco.*



RICHARD J. MUMFORD  
88 E. Bayard St.  
Seneca Falls, N. Y.  
*U. of Ala., '43, History*



PAUL B. MURRAY  
686 Park Ave.  
New York, N. Y.  
*Georgetown, '43, Eco.*



FRED L. MUSSER  
529 Oakwood Ave.  
Highland Park, Ill.  
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JOHN MUYSKENS, JR.  
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*Colgate, '43, Eng.*



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515 N. Fourth St.  
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12 Vanderbilt Road  
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MARTIN NEIDUS  
11719 Kinsman Road  
Cleveland, Ohio  
*W. Reserve, '43, Bus.*



GEORGE NEIL  
579 W. Calhoun St.  
Springfield, Mo.  
*Mo. St. Col., '42, Com.*



RICHARD C. NEIN  
249 N. Main St.  
Camden, Ohio  
*Miami U., '43, Math.*



ROBERT H. J. NELSON  
17352 Parkside Ave.  
Detroit, Mich.  
*U. of Detroit, '44, Phil.*



VICTOR NESTER  
213 Second St.  
Albion, Mich.  
*Albion Col., '43, Math.*



CHARLES H. NEUHARDT  
2517 Hemphill St.  
Fort Worth, Texas  
*Texas A. & M., '43, Arch.*







ROBERT L. NEUHOFF  
57 Joy Ave.  
Webster Groves, Mo.  
*Amherst, '43, Eng.*



PRESTON E. NEVINS  
319 W. Third St.  
Maryville, Mo.  
*U. of Mo., '43, Phy. Ed.*



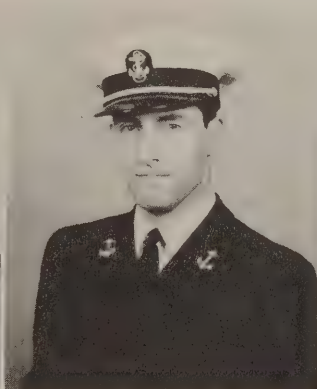
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WILLIAM R. NICHOLS  
1223 Gladys Ave.  
Lakewood, Ohio  
*Ohio St., '43, Acct.*



JAMES A. NICHOLSON  
Hamlin, Texas  
*N. Tex. S. Tea. Col., '43, Bus. Ad.*



ANTHONY NICKACHOS  
1725 S.E. 16th Ave.  
Portland, Ore.  
*U. of Ore., '43, Bus. Ad.*



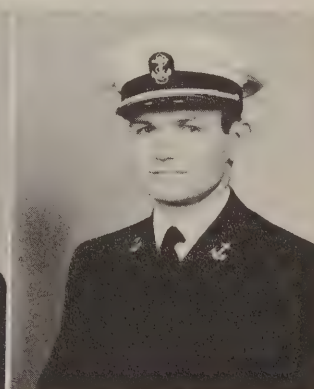
MANUEL M. NICOLAIDES  
4809 Eastern Ave.  
Baltimore, Md.  
*U. of Md., '43, Bus. Ad.*



CHARLES F. NILES, JR.  
907 W. Main St.  
Russellville, Ark.  
*U. of Tenn., '43, Civ. Engr.*



PAUL H. NOLTE  
412 S. Baldwin St.  
Madison, Wis.  
*U. of Wis., '43, Soc.*



RICHARD E. NOON  
105 Lincoln St.  
Hudson, Mass.  
*Mass. St. Col., '42, Chem.*



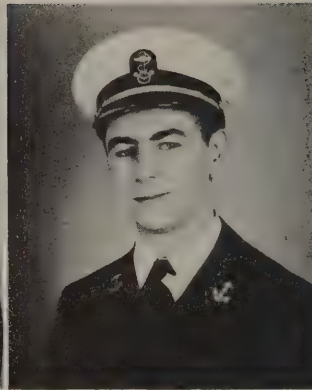
ROBT. W. NORDSTROM  
315 S. Linn St.  
Bay City, Mich.  
*Mich. St. Col., '43, Chem.*



WM. E. NORMAN, JR.  
3129 N St., N.W.  
Washington, D. C.  
*Georgetown, '43, Dipl.*



SCOTT A. NORRIS, JR.  
3414 Beechwood Blvd.  
Pittsburgh, Pa.  
*Lafayette, '43, Acct.*



THOMAS E. F. O'BRIEN  
24 Sharon St.  
Boston, Mass.  
*Boston Col., '43, Soc.*



JOHN P. O'CONNELL  
278 Hollis St.  
Framingham, Mass.  
*Boston Col., '43, Govt.*



ARTHUR J. O'CONNOR  
33 Brookdale St.  
Roslindale, Mass.  
*Boston Col., '43, Pre-Med.*



CHARLES O'CONNOR, JR.  
2309 N. Union St.  
Des Moines, Iowa  
*Drake U., '43, Acct.*



JAMES R. O'CONNOR  
155 S. Sixth St.  
St. Helens, Ore.  
*Ore. Col. of Ed., '42, Soc. Sc.*



THOMAS C. OCTGAN  
667 Garland St.  
Winnetka, Ill.  
*Kenyon Col., '43, Eco.*



OLIN M. ODLAND  
Dell Rapids, S. D.  
*Augustana Col., '43, Chem.*







JAMES H. ODOM  
Apple Springs, Texas  
*S. Houston St. Tea. Col., '39, Biol.*



CHARLES O'DONNELL  
202 University Ave.  
Buffalo, N. Y.  
*Canisius, '43, History*



JOSEPH P. O'DONNELL  
38 Raymond St.  
Medford, Mass.  
*Boston Col., '43, History*



JOHN P. O'FERRALL  
200 Augusta Ave.  
Baltimore, Md.  
*Johns Hopkins, '43, Eng.*



EDWARD J. O'KEEFE  
30 Royal St.  
Allston, Mass.  
*Boston Col., '43, Acct.*



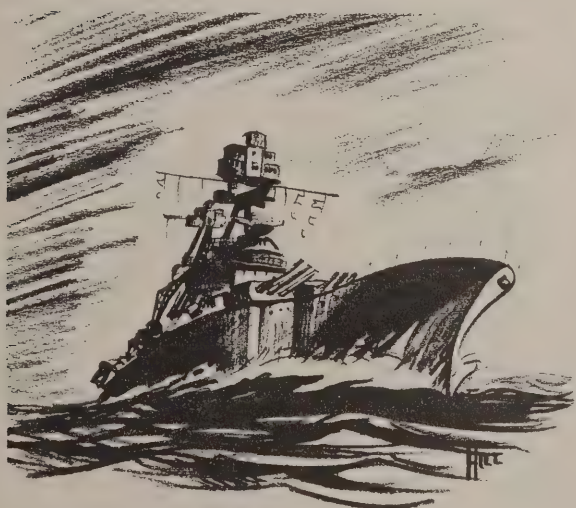
JOHN E. O'KEEFE  
28 Harvard St.  
Chelsea, Mass.  
*Boston Col., '43, Soc.*



JOSEPH L. OKRASINSKI  
3800 Brooklyn Ave.  
Baltimore, Md.  
*U. of Md., '39, Phor.*



ALFRED M. O'MEARA  
630 Vine St.  
Denver, Col.  
*U. of Denver, '43, Bus. Ad.*



CHARLES R. O'MEILIA  
1832 E. 16th Place  
Tulsa, Okla.  
*Okla. A. & M., '43, Chem.*



RICHARD J. OPPITZ  
709 N. Collington Ave.  
Baltimore, Md.  
*Loyola Col., '43, Arts*



WILLARD N. ORENSTEIN  
626 Eastgate St.  
St. Louis, Mo.  
*Washington U., '43, Bus. Ad.*



ARTHUR OSTROWSKI  
323 Elm Road  
Ambridge, Pa.  
*Geneva Col., '43, Chem.*



ARTHUR F. OWINGS  
Mariposa, Cal.  
*U. of Cal., Chem.*



STANLEY I. PANITZ  
Riverside Drive  
Salisbury, Md.  
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65 Strathmore Road  
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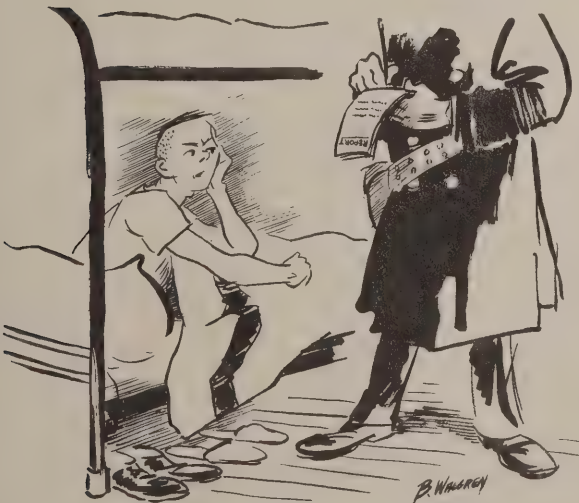
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RAY. POINDEXTER, JR.  
214 Cedar St.  
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JOSEPH F. POLKA  
3368 N. Central Ave.  
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*Chicago Tea. Col., '43, Math.*



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PAUL E. PUCHSTEIN  
4381 Ingham Ave.  
Columbus, Ohio  
*Ohio U., '43, Fin.*



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Athens, Tenn.  
*U. of Tenn., '41, Bus. Ad.*



CARROL E. PUGH  
Stockport, Ohio  
*Ohio U., '43, Sec. St.*



ROBERT H. PUGH  
430 Lindenwood Ave.  
Akron, Ohio  
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EDWARD J. QUINN, JR.  
1405 N. Fourth St.  
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JUEL H. MOSLEY  
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*S. E. Mo. St. Col., '43, Chem.*



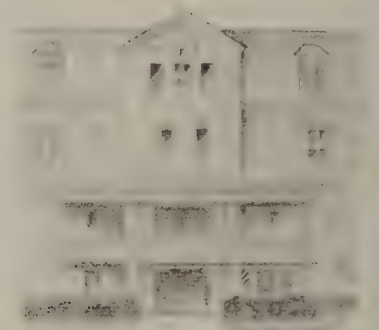
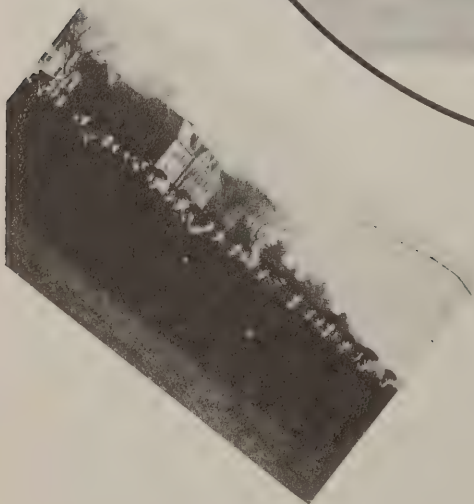
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5078 Minerva Ave.  
St. Louis, Mo.  
*St. Louis, '42, Acct.*



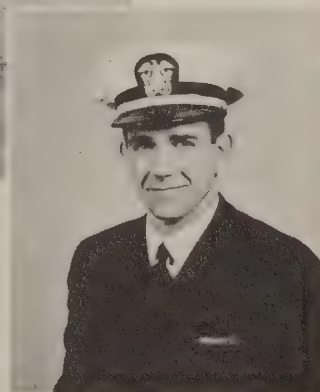
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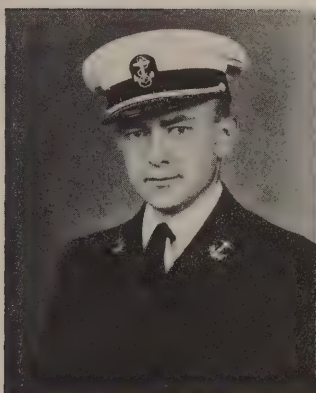


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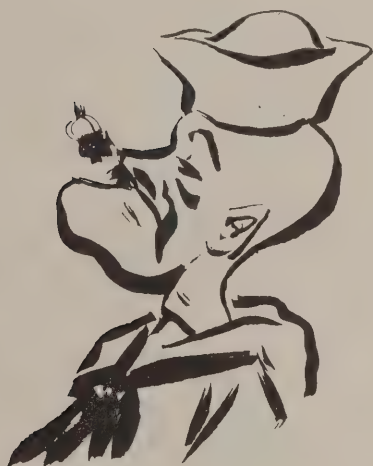
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*S. M. U., '43, Phy. Ed.*



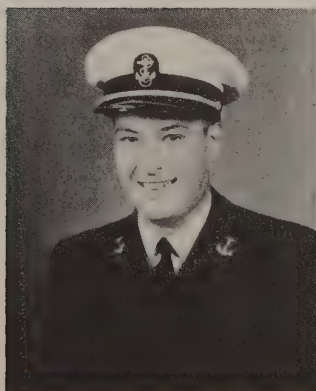
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2034 Sixth St.  
Brooklyn, N. Y.  
*Northwestern, '43, Chem.*



ROBERT F. RAY  
Eau Claire, Wis.  
*U. of Wis., '43, Eco.*



PAUL M. READ  
125 Park Drive  
Boston, Mass.  
*Defiance Col., Math.*



ROBERT W. REAS  
4800 Bishop Road  
Detroit, Mich.  
*Wayne U., '43, Govt.*



MICHAEL R. RECTOR  
219 S. Fourth St.  
Shelton, Wash.  
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JAMES F. REDDING  
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JOHN A. REEDY  
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CHARLES C. REES, JR.  
503 Owen Road  
Wynnewood, Pa.  
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RALPH REICHMAN  
1060 Sherman Ave.  
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*Marshall Col., '43, Phy. Ed.*



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186 Ampere Parkway  
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*Rutgers, Acct.*



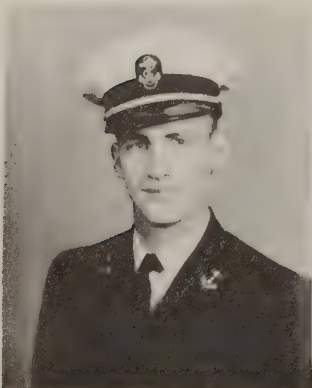
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HUBERT J. REIGERT  
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*Ohio St., '43, Ag. Engr.*



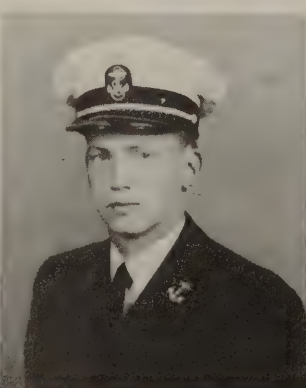
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*River Falls, '43, Ag.*



J. H. RICE  
206 N.W. 18th St.  
Oklahoma City, Okla.  
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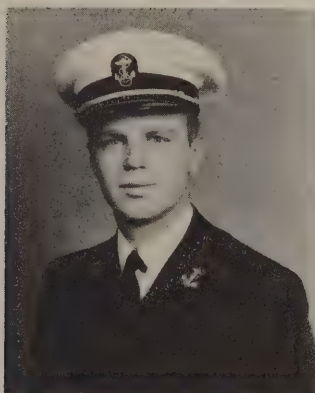


S. B. RICHARDSON  
State St.  
Lowville, N. Y.  
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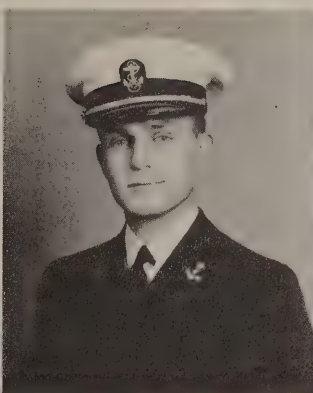


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WM. M. RINGLE, JR.  
105 Oakland Ave.  
Gloversville, N. Y.  
*Hamilton Col., '43, Math.*



JOHN J. RIPPLE  
12 Fifth Ave., N.W.  
Rochester, Minn.  
*U. of Minn., Law*



MARION RIZZO  
139 E. James St.  
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755 E. McMillan St.  
Cincinnati, Ohio  
*U. of Cincinnati, '43, Chem.*



WILLIAM W. ROBERTS  
1610 Elmwood Ave.  
Wilmette, Ill.  
*Mich. St., '43, Phy. Ed.*



MARTIN A. ROBIN  
5251 N. Hutchinson St.  
Philadelphia, Pa.  
*Penn. St. Col., '41, Optics*



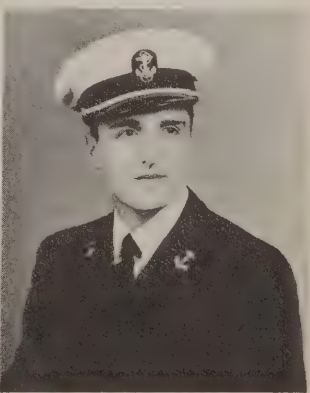
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8220 Colonial Road  
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JOHN B. ROOT  
College Hill  
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*Hamilton Col., '43, History*



D. D. ROSEBOROUGH  
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WM. K. ROSENGREN  
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Phoenix, Ariz.  
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Tulsa, Okla.  
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CHARLES R. ROUSE, JR.  
1105 Valley St.  
Baltimore, Md.  
*Loyola Col., '43, Arts*



EMIL RUCKTENWALD  
2212 W. Vine St.  
Milwaukee, Wis.  
*Mil. St. Tea. Col., Music*



JOHN J. RUSSO  
1461 E. Seventh St.  
Plainfield, N. J.  
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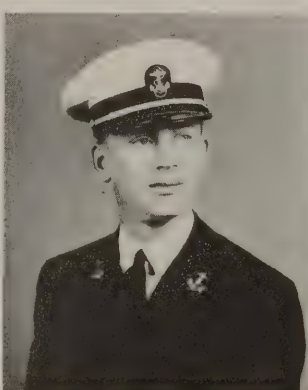
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4440 Lindell Blvd.  
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EDWARD G. RUYAK  
554 Hillside Ave.  
Bethlehem, Pa.  
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Moline, Ill.  
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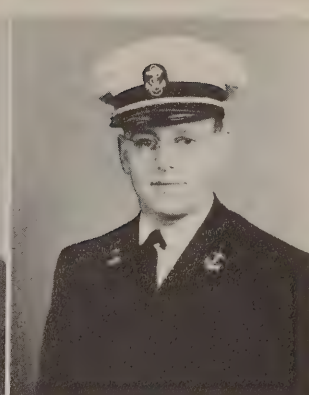
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BERNARD E. SAMP  
2520 Hackberry Lane  
LaCrosse, Wis.  
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ROBERT H. SAYRE  
130 Wheatland Ave.  
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502 N. E St.  
Tacoma, Wash.  
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RICHARD G. SCHAUB  
2228 Ridge Road  
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*U. of Ill., '43, Arch.*



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FREDERICK S. SCHNELL  
2201 Ogden Ave.  
Superior, Wis.  
*Superior St. Tea. Col., '43, Math.*



PAUL W. SCHOTT  
7 Versailles Blvd.  
New Orleans, La.  
*Loyola of South, '43, Fin.*



ALBERT G. SCHRAFF  
3639 Rocky River Drive  
Cleveland, Ohio  
*St. Joseph's, '41, Biol.*



FRANK W. SCHWARZ  
318 Baker St.  
San Francisco, Cal.  
*Ursinus, Chem.*



ALFRED J. SEGADELLI  
39 Ashland St.  
Arlington, Mass.  
*Boston Col., '43, Soc.*



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MITCHELL F. SHAKER  
371 W. Park Ave.  
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ROBERT C. SHATTUCK  
1258 Wealthy St., S.E.  
Grand Rapids, Mich.  
*U. of Gr. Rapids, '43, Phar.*





WILLIAM H. SHAW  
1501 Vogal St.  
Abilene, Texas  
*Hardin-Simmons U., '43, Drama*



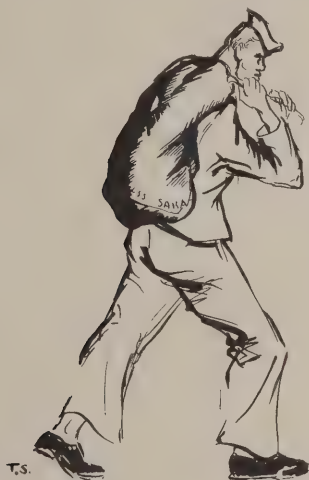
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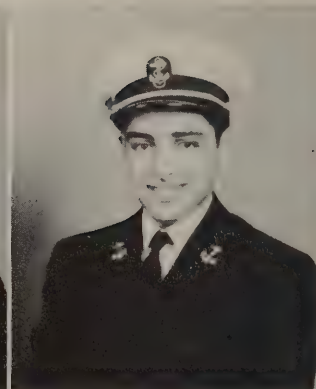
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504 Palmwood Ave.  
Delta, Ohio  
*Defiance Col., '43, Biol.*



RALPH D. SILVER  
4900 N. Avers Ave.  
Chicago, Ill.  
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1619 S. Second Ave.  
Sioux Falls, S. D.  
*U. of S. D., '43, Pre-Law*



WILLIAM K. SIMONTON  
2400 Willard St.  
Wilmington, Del.  
*Bowdoin Col., '43, Chem.*



JIM C. SIMS  
Woodville, Texas  
*S. F. Austin, '43, Chem.*



IRWIN W. SKLARSKY  
4114 Ocean Ave.  
Brooklyn, N. Y.  
*U. of N. C., '43, Chem.*



MORTON SLAVIN  
3724 75th St.  
Jackson Heights, N. Y.  
*Columbia U., '38, Phar.*



EDWARD B. SLOTE, JR.  
3525 212th St.  
Bayside, N. Y.  
*Amherst, '43, Biol.*





ANDREW C. SMITH  
327 E. 17th St.  
New York, N. Y.  
*St. John's U., '43, Biol.*



DUANE T. SMITH  
308 W. Gordon St.  
Topeka, Kan.  
*U. of Kan., '43, Soc. Sc.*



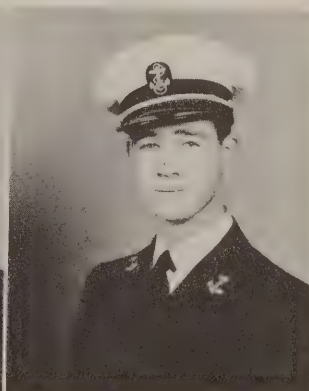
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*U. of Texas, Chem.*



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Smithtown Branch  
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WALLACE R. SOLI  
2012 Rucker Ave.  
Everett, Wash.  
*U. of Wash., '43, Eco.*



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*Okla. A. & M., '43, Agro.*



FLOYD L. STAMM  
3908 Cornelia Ave.  
Chicago, Ill.  
*Loyola U., '43, Biol.*



R. G. S. STANFORD  
5088 Enright Ave.  
St. Louis, Mo.  
*Washington U., '43, Bus.*



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Windham, Ohio  
*Kent St., '43, Biol.*



HENRY A. STEDDOM, JR.  
1025 Second St., N.W.  
Mason City, Iowa  
*Ia. St. Col., '43, Ind. Eco.*



EDMOND A. STEPHAN  
345 N. Poinsettia Place  
Los Angeles, Cal.  
*U. C. L. A., '43, Acct.*



MICHAEL A. STEPOVICH  
1332 N.E. Williams Court  
Portland, Ore.  
*Notre Dame, '43, Law*



PETER M. STERN  
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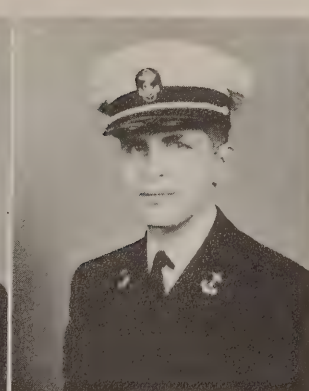
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251 E. Main St.  
Malone, N. Y.  
*Union, '43, Law*



ROWLAND G. STOEHR  
4254-A Michigan Ave.  
St. Louis, Mo.  
*Washington U., '40, Acct.*



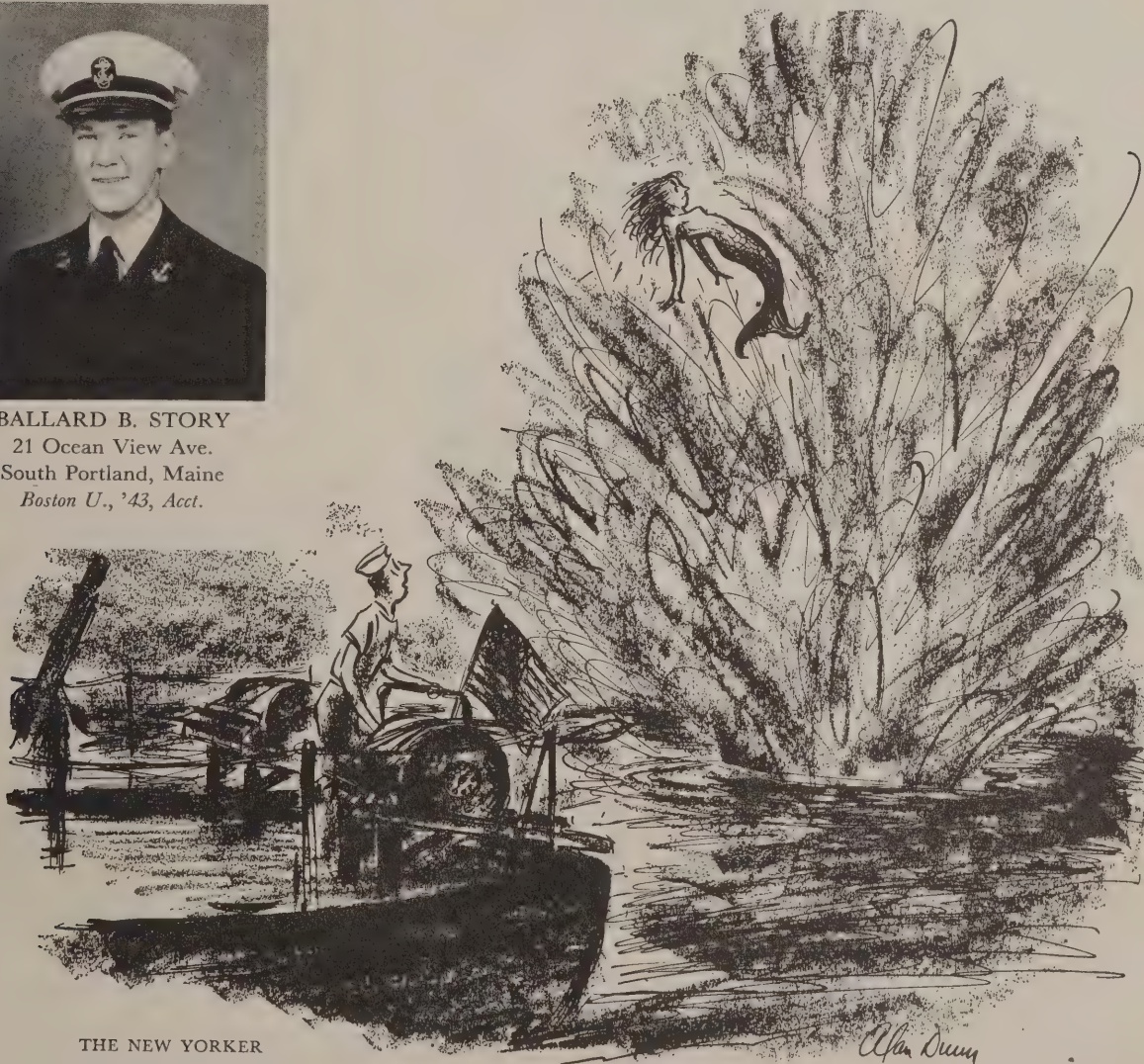
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*U. of Colo., '43, Eco.*



ALBERT W. STON  
Salem, N. Y.  
*St. Lawrence, '43, Biol.*



BALLARD B. STORY  
21 Ocean View Ave.  
South Portland, Maine  
*Boston U., '43, Acct.*

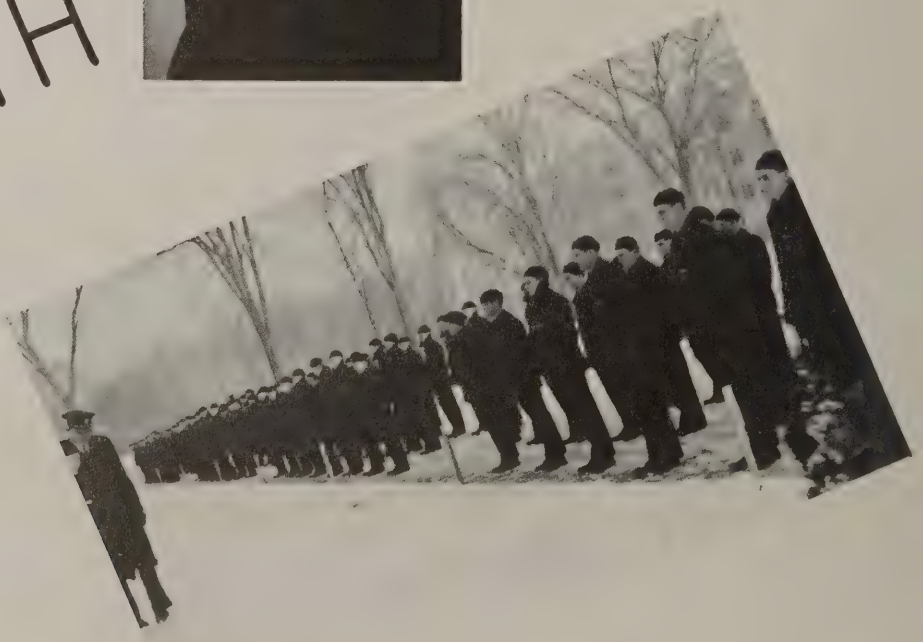


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Geneva, Ohio  
*Purdue, '43, Chem.*



HENRY A. STROMAN  
725 Parkside Ave.  
Buffalo, N. Y.  
*U. of Buffalo, '43, Soc. Sc.*



WILLIAM A. STRUTHERS  
1171 Glen Drive  
San Leandro, Cal.  
*Stanford, '43, Soc. Sc.*



NORMAN P. STUMPF  
600 First St.  
Gretna, La.  
*Loyola of South, '43, Phar.*



JOSEPH A. SULLIVAN  
57 Harbor View St.  
Dorchester, Mass.  
*Boston Col., '43, Math.*



THOMAS D. SULLIVAN  
2057 N.E. Alameda  
Portland, Ore.  
*U. of Portland, '42, Bus. Ad.*



MERWIN A. SUMBACH  
182 Proctor Blvd.  
Utica, N. Y.  
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Wheeling, W. Va.  
*W. & J., '43, Eng.*



IRVIN R. SWARTLEY, JR.  
Allentown Road  
Lansdale, Pa.  
*Dickinson, '39, History*



RICHARD E. SWARTZEL  
2588 Paxton St.  
Akron, Ohio  
*Ohio U., '43, Chem.*



RUSSELL P. SWEET  
74 Deer Hill Ave.  
Danbury, Conn.  
*Bowdoin, '43, Chem.*



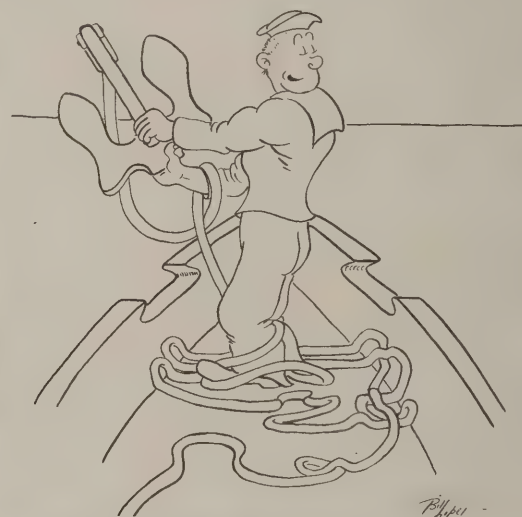
ROY E. SWOBODA  
1610 Poplar St.  
Cairo, Ill.  
*St. Louis Col. of Phar.*



BARTON M. SWOPE  
3755 Ruckle  
Indianapolis, Ind.  
*Butler U., '43, Jour.*



HAROLD J. TALBOT, JR.  
North Kennebunkport, Me.  
*Amherst, '43, Math.*



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*U. of Minn., '43, Arch.*



ANIELLO TANCREDI  
228 Webster St.  
E. Boston, Mass.  
*Mass. Col. of Phar.*



GEORGE L. TAYLOR, JR.  
16 Lennox St.  
Beverly, Mass.  
*Boston U., '43, Phy. Ed.*





WILBUR G. TEUBNER  
1020 N. Madison  
Dallas, Texas  
*S. M. U., '40, Chem.*



BRUCE W. THAYER  
2740 Harrison St.  
Evanston, Ill.  
*Lehigh, '43, Bus. Ad.*



GEORGE H. THIELE  
150 S. Delaware Ave.  
Wenatchee, Wash.  
*U. of Wash., '41, Arch.*



COLLINS S. THOMAS  
Tallulah, La.  
*L. P. I., '43, Acct.*



GEO. M. THOMAS, JR.  
Cameron, N. C.  
*N. C. St., '43, Ag. Ed.*



RANDOLPH G. THOMAS  
Arlington, Cal.  
*Wash. St. Col., '43, Geol.*



RAYMOND A. THOMAS  
439 Hope St.  
Bristol, R. I.  
*Prov. Col., '43, Soc. Sc.*



WILLIAM THOMAS, JR.  
9400 Cote Brillante  
Clayton, Mo.  
*S. W. Mo. S. T. Col., '40, Com.*



R. R. THOMPSON, JR.  
47 Sixth St.  
Aspinwall, Pa.  
*Springfield, '43, Phys. Ed.*



SPENCER G. THOMPSON  
716 Mantooth Ave.  
Lufkin, Texas  
*Sam Houston, '43, Chem.*



BURTON THORNQUIST  
189 Bellevue St.  
Newton, Mass.  
*Bowdoin, '43, French*



H. J. THURBER, JR.  
2221 Forestview Road  
Evanston, Ill.  
*Colgate, Soc.*



S. K. THURSTON, JR.  
447 S. Collier St.  
Centralia, Mo.  
*U. of Mo., '43, Bus. Ad.*



JAMES C. TINSLEY  
Haynesville, La.  
*La. Tech., '42, Bus. Ad.*



HAROLD W. TITUS  
Minocqua, Wis.  
*Superior St. Tea. Col., '43, Biol.*



ROBERT F. TOOMEY  
271 Whitney St.  
Conneaut, Ohio  
*Niagara U., '42, Chem.*



JOSEPH T. TRACEY  
375 Baker St.  
W. Roxbury, Mass.  
*Boston Col., '43, Physics*



HAROLD R. TRAFTON  
Watsonville, Cal.  
*Stanford, '43, Eco.*



GEORGE G. TUBB  
White Deer, Texas  
*U. of Texas, '43, Geol.*



ORVILLE Y. TUCKER  
Stanfield, N. C.  
*Appalachian, '42, Math.*





WILLIAM E. TURNBULL  
Griggsville, Ill.  
*W. Ill. S. Tea. Col., Chem.*



GEORGE W. TUTTLE  
14 Woodland Ave.  
Bloomfield, Conn.  
*U. of Conn., '43, Ind. Mgt.*



JAMES C. TYSON  
Nashville, Ga.  
*Peabody, '43, Ed.*



ANTHONY G. ULRICH  
1461 Lawson St.  
Houston, Texas  
*St. Edward's, '43, Biol.*



W. G. VANDERHAYDEN  
323 N. Main St.  
Stockton, Ill.  
*Bradley, '43, Ind. Arts*



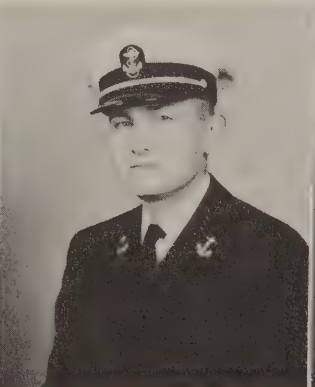
D. W. VANNATTA, JR.  
1127 Hayes Ave.  
Fremont, Ohio  
*Ohio St., '43, Spanish*



MARVIN D. VERONEE  
Johns Island, S. C.  
*U. of N. C., '43, History*



WILLIAM VOGELDES, JR.  
1915 E. 30th St.  
Baltimore, Md.  
*Gettysburg, '43, Math.*



FRANK A. VOGEL  
234 W. Rosser Ave.  
Bismarck, N. D.  
*U. of N. D., '43, Acct.*



WALTER R. VOIGHT  
Columbus Ave.  
Niantic, Conn.  
*U. of Conn., '43, History*



F. C. VAN DOLLEN  
San Miguel, Cal.  
*Fresno St., '43, Biol.*



IRA L. WAGNER  
1263 Boynton Ave.  
New York, N. Y.  
*Northwestern, '43, Bus. Ad.*



CORNELIUS T. WALKER  
410 Southway  
Baltimore, Md.  
*Loyola, '43, Acct.*



GERARD V. WALLACE  
28 Magdala St.  
Dorchester, Mass.  
*Boston Col., '43, Ind. Mgt.*



CHESTER C. WARD, JR.  
200 S. 24th Ave.  
Hattiesburg, Miss.  
*U. of Miss., '43, Sec.*



EDWARD L. WARE  
119 S. Barnes St.  
Mason, Mich.  
*U. of Grand Rapids, '42, Phar.*



ROBERT E. WARING  
3103 Second St.  
Vicksburg, Miss.  
*Miss. St., '43, Prod. Mgt.*



H. B. WARREN, JR.  
Breese, Ill.  
*St. Louis, '43, Biol.*



GEORGE D. WATKINS  
316 S. James St.  
Ashland, Ky.  
*Randolph-Macon, '43, Math.*



JACK WAXENBURG  
923, 22nd St.  
Moline, Ill.  
*U. of Miami, '43, Eco.*





LOUIS C. WAYS  
4333 Stanhope Ave.  
Dallas, Texas  
*St. Edward's, Bus. Ad.*



ROBERT B. WEBSTER  
104 Brece Terrace  
Madison, Wis.  
*U. of Wis., '43, Zool.*



HARRY W. WEEKS  
2218 Beverly Drive  
Charlotte, N. C.  
*Duke, '43, Eco.*



JOHN WEILER  
152 N. Broad St.  
Norwich, N. Y.  
*Pratt, '43, Arch.*



CLARENCE A. WELLS  
113 E. 21st St.  
Anniston, Ala.  
*Jacksonville Col., '39, Ed.*



ROBERT M. WELTON  
4 Morrison Ave.  
Wethersfield, Conn.  
*Trinity, '43, History*



KENNETH V. WENDLAND  
3474 N. Humboldt Ave.  
Milwaukee, Wis.  
*U. of Wis., '43, Jour.*



R. J. WESTENDORF  
118 Fillmore St.  
Dayton, Ohio  
*U. of Dayton, '43, Chem.*



FREDERICK E. WEYBRET  
Soledad, Cal.  
*Stanford, '43, Eco.*



DANIEL V. WHELTON  
57 Montvale St.  
Roslindale, Mass.  
*Boston Col., '41, Latin*



THOMAS E. WHITE  
Bellevue, Ohio  
*Ohio St., '43, Pre-law*



W. E. WIEBENSON, JR.  
201 The Roosevelt  
Aberdeen, Wash.  
*Reed Col., '43, Math.*



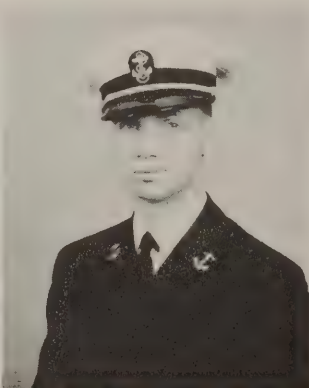
A. H. WIESENTHAL  
5854 Douglas St.  
Pittsburgh, Pa.  
*Pitt., '43, Phar.*



RICHARD C. WILAND  
244 E. Main St.  
Kent, Ohio  
*Kent St., '41, Soc. Sc.*



EDWARD H. WILCOX  
13 Schofield Ave.  
Dudley, Mass.  
*Boston U., '43, Ed.*



SAMUEL B. WILDER  
694 Berkley Ave.  
Orange, N. J.  
*Bowdoin, '43, Chem.*



MILO C. WILDRICK  
221 Stephen Ave.  
Scranton, Pa.  
*Columbia U., Eng.*



PAUL G. WILLIAMS  
1717 Franklin St., S.E.  
Grand Rapids, Mich.  
*Kenyon, '43, Eco.*



ROBERT L. WILLIAMS  
314 N. Indian Ave.  
Palm Springs, Cal.  
*Georgetown, '43, For. Ser.*



ALLEN L. WILLIAMSON  
58 Crestview Road  
Columbus, Ohio  
*Ohio St., '43, Ind. Mgt.*





ROBT. M. WILLIAMSON  
Gainesville, Fla.  
*U. of Fla., '43, Physics*



CHARLES M. WILLIS  
Beulah Ave.  
Tylerstown, Miss.  
*U. of Miss., '43, Eco.*



WALTER J. WILLIS  
351 62nd St.  
Brooklyn, N. Y.  
*St. John's, '40, Soc. Sc.*



IRVIN J. WILLITS  
Augusta, Kan.  
*Phillips U., '43, Eco.*



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*P. Miller*



T. M. WILLSON, JR.  
941 Golf Ave.  
Kerrville, Texas  
*S. W. T. T. C., '41, Eng.*



ROBERT R. WILSBACH  
512 N. 34th St.  
Philadelphia, Pa.  
*St. Joseph's, '43, Eng.*



CHARLES A. WILSON, JR.  
Stevenson, Md.  
*Johns Hopkins, '43, Bus. Eco.*



CURTIS WILSON  
2010 Appleton Ave.  
Parsons, Kan.  
*Kansas St., '43, Bus. Ad.*



EDWIN J. WILSON  
967 87th Ave., W.  
Duluth, Minn.  
*Duluth Col., '43, Ind. Engr.*



FRANCIS R. WILSON  
3871 Arboleda St.  
Pasadena, Cal.  
*Fresno State, '43, Spanish*



JAMES B. WILSON  
9 E. Lincoln  
Harrisburg, Ill.  
*Culver, '43, Bus. Ad.*



LEO F. WILSON  
34 Silk St.  
Arlington, Mass.  
*Boston Col., '43, Bus. Ad.*



HAROLD D. WIMBERLY  
738 E. College Ave.  
Jacksonville, Ill.  
*Ill. Wesleyan, '43, Biol.*



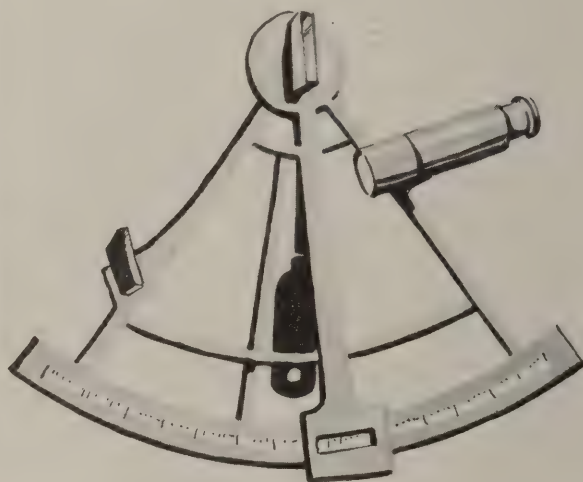
REX H. WINDHAM  
Luverne, Ala.  
*Birm.-S., '43, Speech*



MARK L. WODLINGER  
912 E. Fort King Ave.  
Ocala, Fla.  
*U. of Fla., '43, Bact.*



CHARLES S. WOODS  
309 W. State St.  
Albion, N. Y.  
*Antioch, '43, Bus. Ad.*



SAMUEL F. WOOL  
4525 Flora St.  
St. Louis, Mo.  
*Washington U., '43, Law*



WILBUR J. WOOMER, JR.  
405 S.W. 29th St.  
Oklahoma City, Okla.  
*Okla. City U., '43, Chem.*



JAMES C. WYNN  
Ft. Towson, Okla.  
*Okla. A. & M., '40, Arch. Engr.*



HAROLD E. YAHNKE  
2737 S. Quincy Ave.  
Milwaukee, Wis.  
*Milwaukee Col., '43, Ed.*





ROBERT L. YANCEY  
1112 N. Harvey Ave.  
Oak Park, Ill.  
*U. of Chicago, '41, Chem.*



FRANK L. ZEIGLER  
804 Wilson Ave.  
Tifton, Ga.  
*Lincoln, '42, Bus. Law*



LOUIS A. ZELESKEY, JR.  
5515 Amherst St.  
Dallas, Texas  
*S. M. U., '43, Acct.*



GEORGE E. ZILLGITT  
2002 Midlothian Drive  
Altadena, Cal.  
*Stanford, '43, Law*



ROBERT B. ZIMMERLI  
280 Park Ave.  
New York, N. Y.  
*Colgate, '43, Chem.*



JOHN ZIOMBRA  
1503 N. 13th St.  
East St. Louis, Ill.  
*St. Louis U., '43, Acct.*

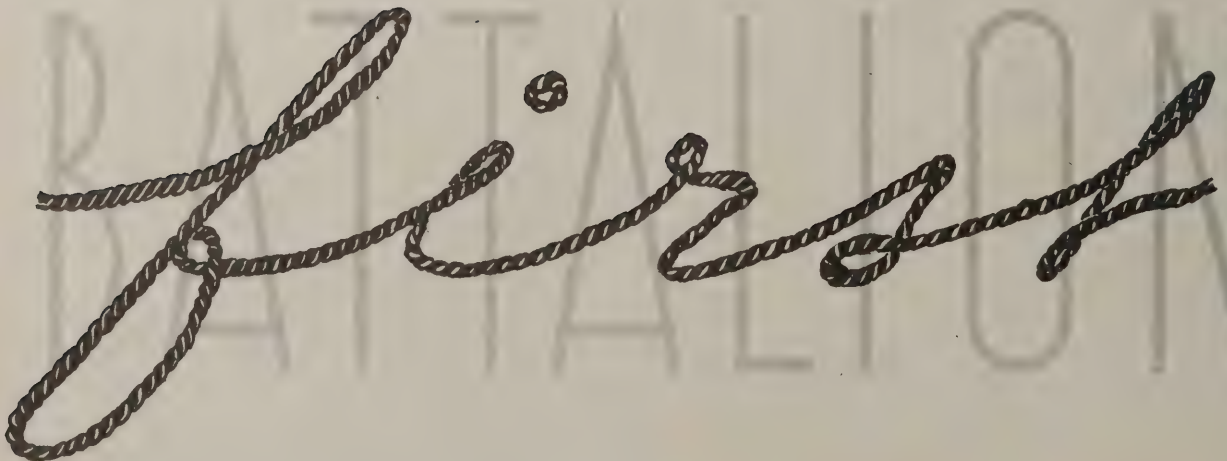


BENNIE K. ZTALEFF  
1217 N. Wolcott St.  
Chicago, Ill.  
*Lake Forest, '40, Biol.*

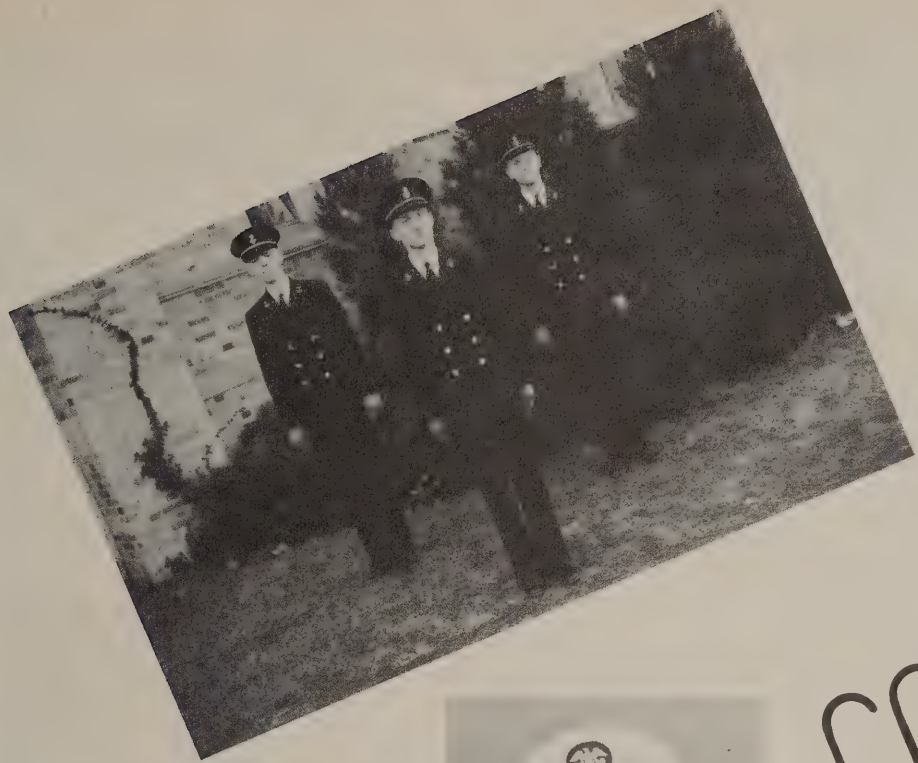




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COMPANY



FIRST





JESSE E. ABER, JR.  
258 Tuscarora Road  
Buffalo, N. Y.  
*U. of Mich., Civil Engr.*



JOHN E. ADAMS  
4324 Aldrich Ave.  
Minneapolis, Minn.  
*Wheaton, Physics*



CHARLES F. ALBRIGHT  
837 Frederick St.  
Bluefield, W. Va.  
*U. of Ala., Psychology*



KARL S. ALBRINK  
431 W Clinton St.  
Napoleon, Ohio  
*Ohio St., Civil Engr.*



ROY E. ALDERSON  
4028 W. Seventeenth St.  
Topeka, Kan.  
*Emporia St. Tea. Col., Bus. Ad.*



ROLAND Z. AREY  
Bridgewater, Va.  
*Catawba Col., History*



WESLEY F. ARNOLD  
16 Clinton St.  
Avon, N. Y.  
*Geneseo St. Tea. Col., Ed.*



JAMES E. ATKINSON  
800 Pine St.  
Pine Bluff, Ark.  
*Vanderbilt, Elec. Engr.*



PAUL W. ATKINSON  
398 Pearl St.  
Leetonia, Ohio  
*Youngstown Col., Chem.*

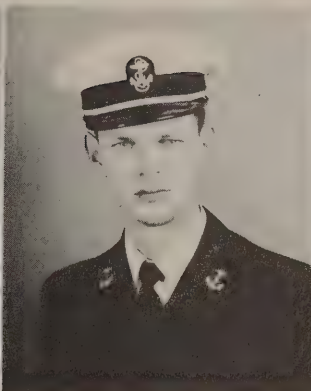


ALVIN L. AULENBACHER  
3840 Brownsville Road  
Pittsburgh, Pa.  
*Pitt., Petrol. Engr.*





ROBERT E. BAARSON  
600 Hauser Blvd.  
Helena, Mont.  
*Montana St. Col., Chem. Engr.*



WALTER W. BADGER  
1657 N. Mayfield Ave.  
Chicago, Ill.  
*Cornell Col., Eco.*



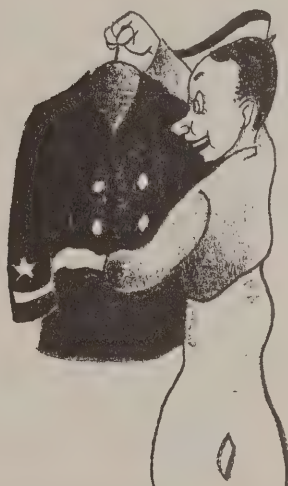
ROBERT R. BAIRD, JR.  
Sanger, Cal.  
*U. of Nevada, Civil Engr.*



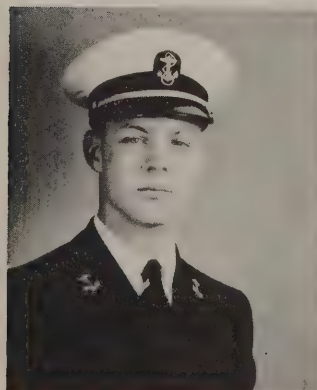
HAROLD H. BALSER  
8476 Monroe Ave.  
Rossmoynne, Ohio  
*Miami U., Psychology*



JOHN M. BANNISTER, JR.  
364 Brooks Ave., N.E.  
Atlanta, Ga.  
*Ga. Tech., Civil Engr.*



MILLER E. BARTON  
1705 Arlington St.  
Independence, Mo.  
*U. of Mo., Chem.*



EDDIE A. BARTSCH, JR.  
202 York St.  
South Houston, Texas  
*Rice, Elec. Engr.*



NEALE W. BAUGH  
15822 Forrer St.  
Detroit, Mich.  
*Duke, '44, Physics*



PARKER B. BAUM  
426 North St.  
Portsmouth, Va.  
*W. & M., Chem.*



HUBERT C. BAUMLER  
Potosi, Wis.  
*Wis. Mining School, '40*



CORNELL L. BEACH  
142 Barrett Ave.  
Jamestown, N. Y.  
*W. & J., Eco.*



GUY W. BEARD  
4223 "B" St.  
Little Rock, Ark.  
*Hendrix, Eco.*



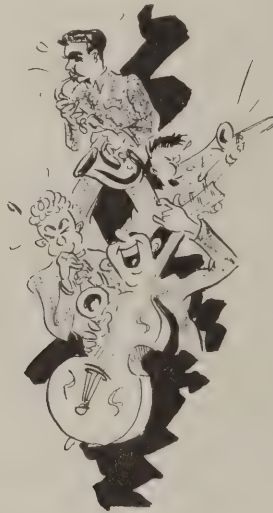
BURTON H. BEHRENS  
Sioux Rapids, Iowa  
*Iowa St., Biol.*



DONALD W. BELCHER  
550 Prospect St.  
Westfield, N. J.  
*Yale, '43, Chem. Engr.*



NICHOLAS A. BELDECOS  
311 Pennell St.  
Chester, Pa.  
*Swarthmore, '43, Mech. Engr.*



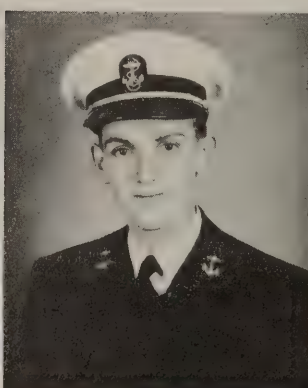
HERMAN H. BEMENT  
74 Raymond St.  
Rockville Centre, N. Y.  
*Purdue, '43, Engr.*



V. RICHARD BENNETT  
529 Wilmington Blvd.  
Wilmington, Cal.  
*San Diego St., History*



WILLIAM D. BENNETT  
90-49 179 Place  
Jamaica, N. Y.  
*Queens, Pol. Sc.*



DONALD E. BENTLEY  
58 Harbor View Ave.  
Winthrop, Mass.  
*Northeastern, Bus. Ad.*



ROBERT A. BERWICK  
615 Hickman Road  
Des Moines, Iowa  
*Iowa St., Chem.*





GLENN M. BICKFORD  
2937 Norwalk Blvd.  
Artesia, Cal.  
*Chapman Col., Math.*



LEWIS S. BILLIG  
30 W. 190th St.  
New York, N. Y.  
*C. C. N. Y., '43, Elec. Engr.*



CARL R. BLANCHE  
Burdentown, N. J.  
*Cornell, '43, Civil Engr.*



JOHN M. BLICKLE  
1 S. Bartram Ave.  
Atlantic City, N. J.  
*Rutgers, Chem.*



CARL S. BLYTH  
755 Montclair St.  
Pittsburgh, Pa.  
*Lenoir Rhyne, Nat. Sc.*



DUANE C. BOGIE  
204 Milwaukee St.  
Whitewater, Wis.  
*U. of Wis., Speech*



EARNEST H. BOLIN  
8024 Harrison St.  
Kansas City, Mo.  
*Gen. Mo. St. Tea. Col., Chem.*



BARRY BOWERS  
29 Ziegler Track  
Pennsgrove, N. J.  
*Vanderbilt, Mech. Engr.*



DAVID G. BOWERS  
Haskell Hall  
Tahlequah, Okla.  
*N. E. (Okla.) St. Col., Chem.*



EDD W. BOWERS  
Monteguma, Iowa  
*Grinnell, Eco.*



FREDERICK W. BOWMAN  
320 W. Ashdale St.  
Philadelphia, Pa.  
*Muhlenberg, Math.*



JOSEPH W. BOWMAN, JR.  
630 S. Linden Ave.  
Pittsburgh, Pa.  
*Princeton, Chem.*



JOHN E. BRANDT  
510 Wheeler Ave.  
Scranton, Pa.  
*Bucknell, Civil Engr.*



ROSS E. BRESHEARS  
2453 N. National St.  
Springfield, Mo.  
*S. W. Mo. S. T. C., Math.*



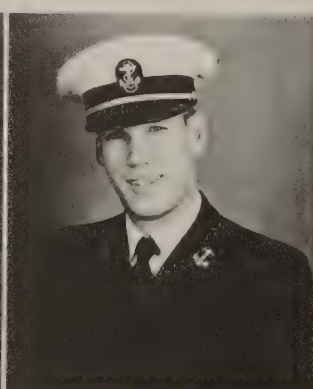
MARION W. BREWER  
Mount Vernon, Texas  
*U. of Texas, '43, Eco.*



ERNEST L. BROWN  
1843 Garden Lane  
Cincinnati, Ohio  
*U. of Cin., '43, Chem. Engr.*



RICHARD E. BROWN  
2618 Walnut St.  
Huntington Park, Cal.  
*Chapman Col., Bus. Ad.*



ROBERT L. BROXHOLME  
440 W. San Antonio Drive  
Long Beach, Cal.  
*U. of Cal., '43, Civil Engr.*



WALTER O. BRUNING  
36 Eastover Court  
Louisville, Ky.  
*U. of Louisville, '43, Mech. Engr.*



E. V. BRYAN, JR.  
Cimarron, Kan.  
*U. of Kan., Bus. Ad.*





ALDEN BRYANT  
345 Coleridge Ave.  
Palo Alto, Cal.  
*U. of Cal., Mech. Engr.*



WAYNE W. BRYANT  
Grand Canyon, Ariz.  
*Ariz. St., Phy. Sc.*



RICHARD P. BUCCI  
64 Wareham St.  
Medford, Mass.  
*Northeastern, Acct.*



WILLIAM H. BUCK, JR.  
3327 Spottswood Ave.  
Memphis, Tenn.  
*Memphis St. Col., Bus.*



EDWIN H. BURK, JR.  
1023 Indian Creek Road  
Overbrook, Pa.  
*Princeton, Physics*



THOMAS M. BUSH, JR.  
2219 23rd Ave.  
Gulfport, Miss.  
*Ga. Tech., Aero. Engr.*



GEDDIE J. BUTLER  
Scotland Neck, N. C.  
*E. Carolina Tea. Col., Sc.*



ROBERT B. CAMPBELL  
920 N. 12th St.  
Herrin, Ill.  
*S. Ill. Nor. U., '43, Math.*



OSCAR T. CARLSON  
Byers, Col.  
*U. of Col., '43, Civil Engr.*



RAYMOND C. CARPER  
1710 E. 46th St.  
Ashtabula, Ohio  
*Allegheny, Chem.*



CHARLES W. CARR  
N. Kansas City, Mo.  
*Cen. Mo. St. Tea. Col.*



KENNETH D. CARROLL  
404 E. Main St.  
W. Frankfort, Ill.  
*S. Ill. Nor. U., '43, French*



WALLACE CARTER, JR.  
Rolling Fork, Miss.  
*Miss. St., Civil Engr.*



DONALD W. CASEY  
7261 Reuter Ave.  
Dearborn, Mich.  
*Hillsdale, '42, Chem.*



EDWARD A. CEDERBORG  
1455 Excelsior Ave.  
Oakland, Cal.  
*U. of Cal., '43, Civil Engr.*



SIDNEY CHAMBERS  
710½ N. Maridosa St.  
Hollywood, Cal.  
*U. S. C., Phar. Chem.*



ALAN B. CHENEY  
Allgood, Ala.  
*U. of Ala., Civil Engr.*



OREN L. CHRISTENSEN  
1105 Wilson Ave.  
Fresno, Cal.  
*U. of Cal., '43, Civil Engr.*



WILLIAM CHRISTENSEN  
Succasunna, N. J.  
*M. I. T., '39, Civil Engr.*



W. V. CHRISTENSEN  
214 Manitou St.  
Northfield, Minn.  
*St. Olaf, Biol.*





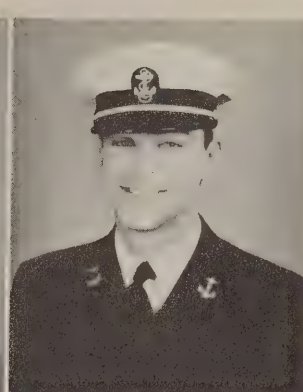
WILLIAM E. CHURCH  
8218 Poe Ave.  
Detroit, Mich.  
*U. of Mich., '43, Mech. Engr.*



GUIDO J. CICCARELLI  
1051 Schoonmaker Ave.  
Monessen, Pa.  
*Cal. St. Tea. Col., Ind. Arts*



CARNEY B. CLEGG  
315 S. Spring St.  
Greensboro, N. C.  
*U. of N. C., '44, Com.*



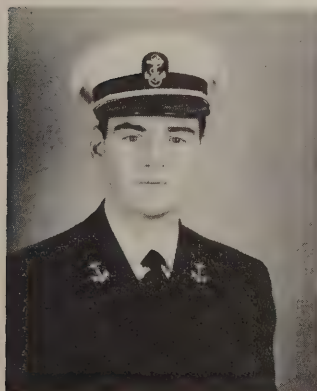
RUSSELL A. COHN  
6438 N. Whipple St.  
Chicago, Ill.  
*U. of Mich., Nav. Arch.*



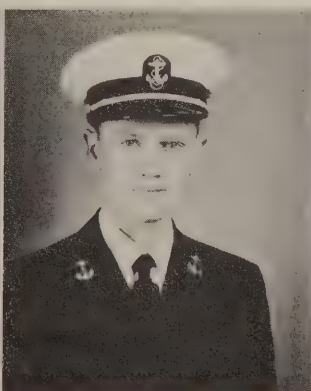
ROBERT W. COLOGGI  
19 Bridge St.  
Seneca Falls, N. Y.  
*Cornell, '43, Mech. Engr.*



ALEXANDER J. CONRAD  
12937 Lake Ave.  
Lakewood, Ohio  
*U. S. C., '43, Pol. Sc.*



EDWARD L. CONRAD  
2025 Lemoine Ave.  
Fort Lee, N. J.  
*Ohio U., Ind. Engr.*



JAMES A. COOK  
705 Chester Place  
Pomona, Cal.  
*U. of Cal., Chem.*



EDWARD H. COOLEY  
110 Columbia Ave.  
Swarthmore, Pa.  
*Swarthmore, '43, Mech. Engr.*



GORDON C. COOMBS  
65 Hall St.  
West Haven, Conn.  
*Yale, '43, Ind. Engr.*



JOHN G. COUGHLIN, JR.  
Edina, Mo.  
*Muhlenberg, Bus. Ad.*



CHRISTOPHER P. COX II  
Harrison St.  
Easton, Md.  
*Yale, '43, Ind. Engr.*



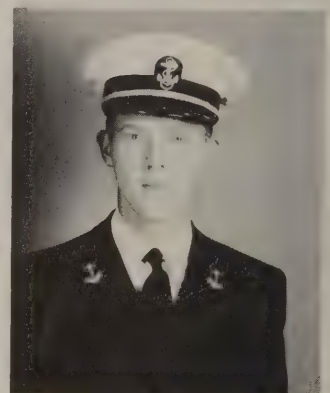
HARRY S. COX  
2220 Eastern Ave.  
Covington, Ky.  
*Ohio Wesleyan, Bus.*



JACK R. COX  
1024 S. Walnut St.  
Pittsburg, Kan.  
*Kan. St. Tea. Col., Math.*



DAVID W. CROCKETT  
Shelbina, Mo.  
*U. of Ala., '44, Aero. Engr.*



NORMAN A. CRONE  
4502 32nd St.  
Mt. Rainier, Md.  
*Cornell, Aero. Engr.*



ROBERT J. CROSS  
1729 N. Mason Ave.  
Chicago, Ill.  
*Carleton Col., Geol.*



JOHN N. CURTISS  
Brooks School  
North Andover, Mass.  
*Yale, '43, Chem.*



HUBERT E. DAHMS  
Donnellson, Iowa  
*Iowa Wesleyan, Physics*

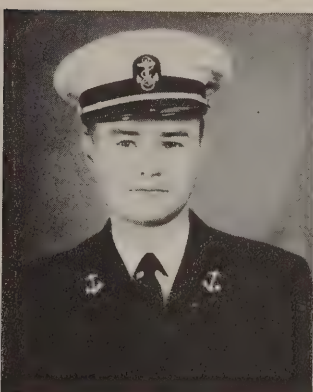


R. H. DAUBENSPECK  
1746 18th St.  
Cuyahoga Falls, Ohio  
*U. of Cin., '43, Mech. Engr.*

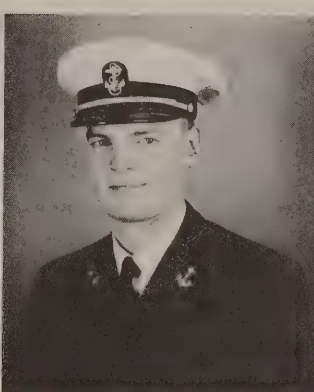




DONALD C. DAVIDSEN  
583 Bryan St.  
Elmhurst, Ill.  
*Elmhurst, Chem.*



ROZIER T. DEDWYLDER  
E. Sunflower Road  
Cleveland, Miss.  
*Ga. Tech., Arch.*



R. M. DEMERE, JR.  
Turners Rocks  
Savannah, Ga.  
*Yale, Ind. Engr.*



RALPH F. DEMI, JR.  
Greensburg, Pa.  
*Ursinus Col., Soc. Sc.*



FRANCIS S. DENNIS, JR.  
728 Milledge Road  
Augusta, Ga.  
*Ga. Tech., Chem. Engr.*



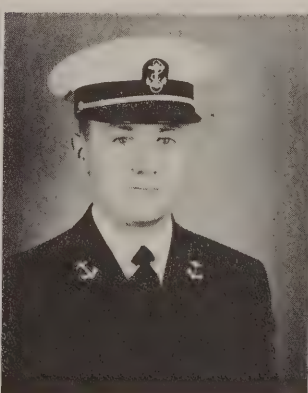
JAMES S. DESMOND  
559 19th Ave.  
San Francisco, Cal.  
*U. of Santa Clara, Civ. Engr.*



WALTER W. DIERKS  
3001 E. 6th St.  
Kansas City, Mo.  
*Kan. City Tea. Col., Ed.*



RALPH DITCHIK  
263 National Boulevard  
Long Beach, N. Y.  
*Clark U., Geog.*



HARRY R. DITTMAR  
305 Renshaw St.  
Clawson, Mich.  
*Alma Col., Chem.*



W. H. DOERSCHLER, JR.  
4958 Arapahoe St.  
Jacksonville, Fla.  
*U. of Miami, Ec.*



VERNON F. DOWLING  
Rock Hall, Md.  
*Wash. Col., Math.*



WILLIAM R. DOWNEY  
34720 W. 12 Mile Road  
Farmington, Mich.  
*U. of Mich., Nav. Engr.*



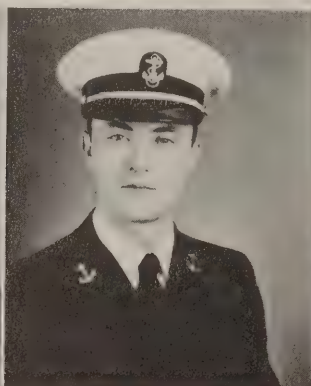
CLIFFORD E. DOYLE  
1244 Edgewood Ave.  
Jacksonville, Fla.  
*Georgia Tech., Aero. Engr.*



GEORGE S. DRACHA  
106 Oley St.  
Reading, Pa.  
*Gettysburg, Ec.*



JOHN B. DREXEL  
Garwin, Iowa  
*Iowa St. Col., Engr.*



PAUL J. DRISCOLL  
115 North St.  
Harrisburg, Pa.  
*Drexel Tech., Mech. Engr.*



GEORGE R. DUNCAN  
6910 Clayton Ave.  
St. Louis, Mo.  
*Harris Tea. Col., Chem.*



HERBERT E. DUQUETTE  
608 Cedarcroft Road  
Baltimore, Md.  
*Johns Hopkins, '43, Civil Engr.*



GEORGE DURHAM  
101 W. Upland Road  
Ithaca, N. Y.  
*Cornell, '43, Aero. Engr.*



CHARLES D. DYER  
719 W. Seventh St.  
Bloomington, Ind.  
*De Pauw, '43, Chem.*

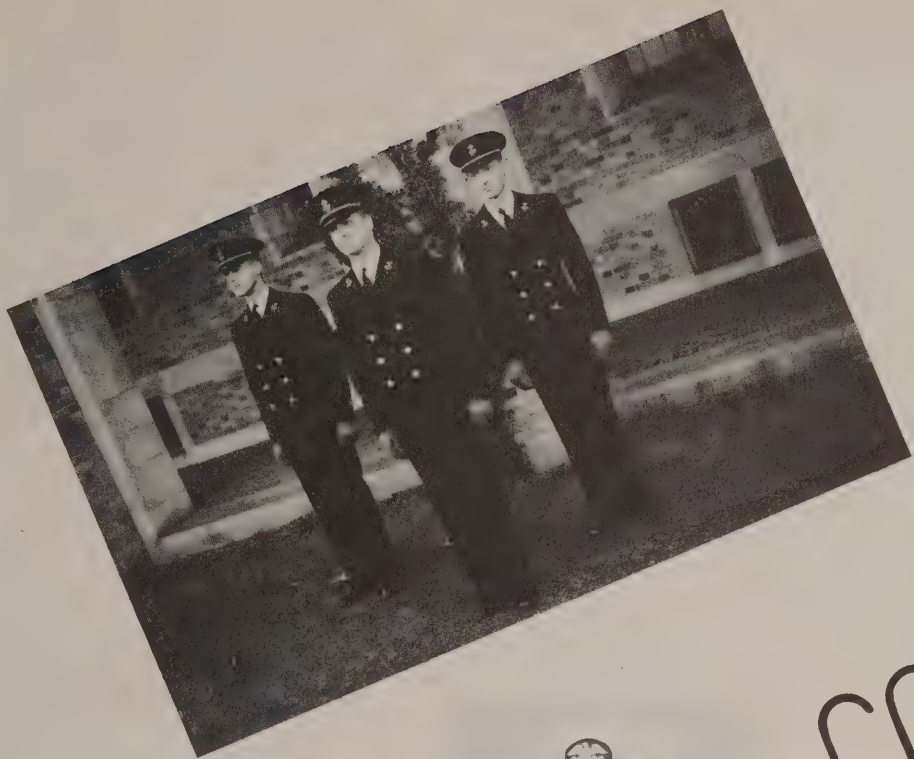


RAYMOND L. EDWARDS  
2429 Ninth Ave.  
Oakland, Cal.  
*Cal. Tech., '40, Diesel Engr.*



WILLIAM L. ELLISON  
1612 Watchhill Road  
Austin, Texas  
*U. of Texas, Chem. Engr.*





COMPANY



SECOND





WM. B. ELWANG, JR.  
1507 Wilmington Ave.  
Richmond, Va.  
*Hampden-Sydney, Physics*



DAVID A. EPTING, JR.  
1306 Confederate Ave.  
Columbia, S. C.  
*Newberry Col., Psych.*



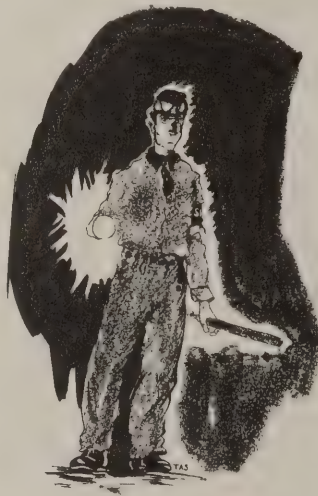
RICHARD G. ERNST  
111 W. University Ave.  
Cincinnati, Ohio  
*U. of Cin., '43, Chem. Engr.*



GORDON E. ETTER  
833 W. High St.  
St. Marys, Ohio  
*Tri-State Col., '43, Chem. Engr.*



THOMAS C. EVANS  
1029 N. Main St.  
Pocatello, Idaho  
*U. of Idaho, Math.*



VERNON R. EVANS  
4138 Eierman Ave.  
Baltimore, Md.  
*Johns Hopkins, '43, Elec. Engr.*



ROBERT G. FABIAN  
Hill Ave.  
Langhorne, Pa.  
*Penn. State, Psych.*



GEORGE L. FALLIS  
Malad, Idaho  
*Brigham Young U., Ed.*



EDWARD A. FARRELL  
239 S. Washington Ave.  
Dunellen, N. J.  
*Newark Col. of Engr.*



JOHN F. FAULKNER  
2123 S. Main St.  
Little Rock, Ark.  
*Ga. Tech., Mech. Engr.*





EUGENE L. FEAGIN, JR.  
1225 Hyman Ave.  
Hendersonville, N. C.  
*Auburn, Pharmacy*



GEORGE J. FEINMAN  
487 E. 93rd St.  
Brooklyn, N. Y.  
*C. C. N. Y., '43, Civil Engr.*



WILLIAM A. FERGUSON  
37 Longwood Ave.  
Holyoke, Mass.  
*Wesleyan U., Math.*



WALTER W. FEIBIG  
1825 N. Halsted St.  
Chicago, Ill.  
*Chicago Tea. Col., Math.*



GEORGE M. FINLEY  
316 N. Military St.  
Lawrenceburg, Tenn.  
*Fla. Southern Col., Chem.*



ROBERT W. FINNEY  
12008 Silmor Ave.  
Cleveland, Ohio  
*Kent St., Marketing*



HARLYN M. FISHER  
Woonsocket, S. D.  
*Yankton Col., Speech*



RALPH L. FLETCHER, JR.  
93 Bluff Ave.  
Cranston, R. I.  
*Brown, Economics*



JOHN P. FORD, JR.  
2902 Grant Ave.  
El Paso, Texas  
*Notre Dame, Aero. Engr.*



MAX B. FORNWALT  
112 Walsh Road  
Lansdowne, Pa.  
*M. I. T., Engr.*



JAMES L. FORT  
3800 T St., N.W.  
Washington, D. C.  
*Tale, '44, Ind. Ad.*



ALLAN P. FOSDICK  
3130 Victoria Blvd.  
Cincinnati, Ohio  
*U. of Cin., '44, Mech. Engr.*



WILLIAM S. FOSTER  
Sabina, Ohio  
*Earlham, Bus. Ad.*



HENRY M. FRASER, JR.  
1805 N. 69th St.  
Wauwatosa, Wis.  
*Ottawa U., Phy. Ed.*



GEO. W. FREDERICKSON  
Star Monte  
Cuba, Mo.  
*Springfield Col., Math.*



RICHARD R. FRENCH  
858 Ogden Ave.  
Toledo, Ohio  
*Toledo U., Chem.*



WILLIAM GALLIK  
Herkimer, N. Y.  
*Oswego S. T. C., Ind. Arts*



DONALD GEE  
Parma, Mo.  
*U. of Mo., Ag.*

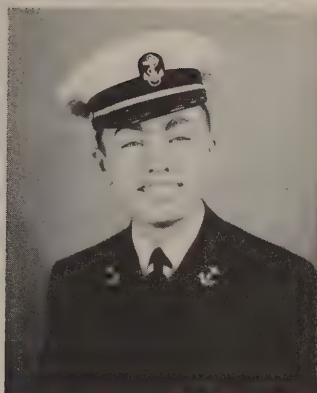


MILTON R. GEERDES  
7315 S. Green St.  
Chicago, Ill.  
*Western Mich., Eco.*



CHARLES R. GEISER  
5719 Hamilton Ave.  
Cincinnati, Ohio  
*DePauw, '43, Chem.*

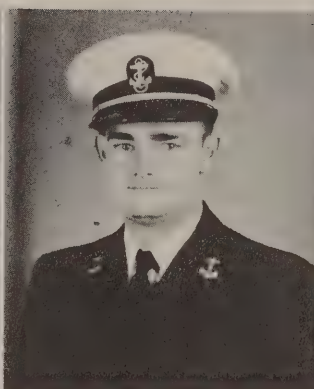




LEROY E. GERDING, JR.  
605 Hillen Road  
Towson, Md.  
*West. Md. Col.*



T. J. E. GLASSEN  
18 Culver St.  
Seymour, Conn.  
*Yale, '43, Chem. Engr.*



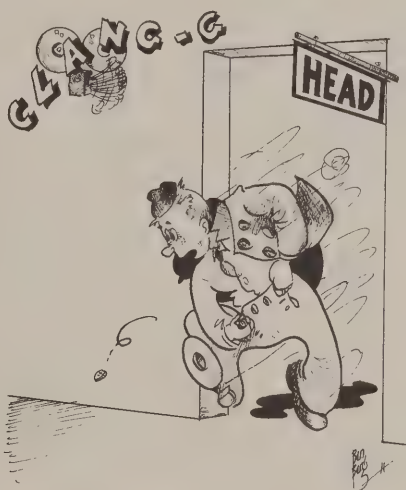
SAMUEL L. GODARD  
Jamesville, N. C.  
*E. Car. Tea. Col., Math.*



EDW. M. GODSCHALK  
124 Stonehouse Road  
Glen Ridge, N. J.  
*St. John's Col., Arts*



PAUL B. GOODERUM  
666 Johnson St.  
Winona, Minn.  
*U. of Minn., '43, Aero. Engr.*



RICHARD H. GORDON  
25 W. 54th St.  
New York, N. Y.  
*Cornell, '43, Arch.*



CHAS. B. GRADOVILLE  
Veteran's Facilities  
Fort Lyon, Col.  
*Iowa St., Engr.*



BURL D. GRAFF  
Shelby, Neb.  
*York Col., Math.*



EARL J. GRAFF  
Shelby, Neb.  
*York Col., Math.*



WILLIAM M. GRANFIELD  
1114 Shrader St.  
San Francisco, Cal.  
*Stanford, Petrol. Engr.*



GORDON H. GRANGER  
933 Terrace Ave.  
Fresno, Cal.  
*Fresno St., English*



ARTHUR B. GRAYBILL  
212 N. Myda  
Temple City, Cal.  
*U. of Redlands, Physics*



GEORGE A. GREEN  
1501 Hinman Ave.  
Evanston, Ill.  
*Yale, '43, Ind. Ad.*



BILL B. GREEVER  
108 Pine St.  
Bluefield, W. Va.  
*V. P. I., Mech. Engr.*



CHARLES GREGORY  
717 Ninth Ave., S.  
St. Cloud, Minn.  
*St. John's U., Math.*



ESQUIRE



RITCHIE M. GREGORY  
4025 Huntington  
Fresno, Cal.  
*U. S. C., Cinema.*



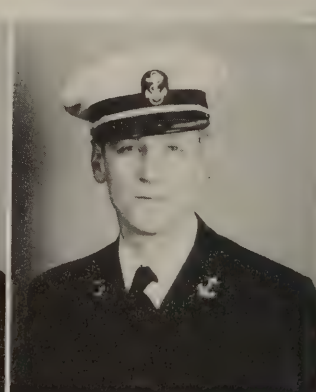
JOHN L. GRETZ  
210 N. Wayne Ave.  
Wayne, Pa.  
*Lehigh, '43, Met. Engr.*



V. C. GRIFFITH, JR.  
400 Sixth St.  
Shenandoah, Va.  
*U. of Va., '43, Acct.*



WILLIAM A. GRIFFITH  
Canton, S. D.  
*S. D. Sch. of Mines, Met. Engr.*



ROBERT J. GRISCHY  
2718 Silverleaf Ave.  
Cincinnati, Ohio  
*Miami U., Chem.*





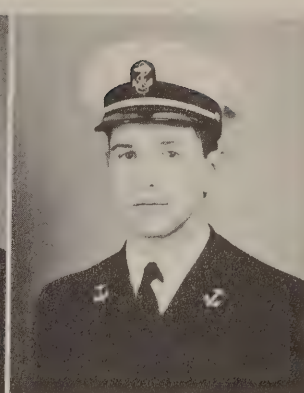
PAUL W. GROVER  
336 E. 67th St.  
New York, N. Y.  
*Manhattan, '40, Ind. Engr.*



E. W. GURGANIOUS, JR.  
Jacksonville, Fla.  
*U. of Fla., Pre-Med.*



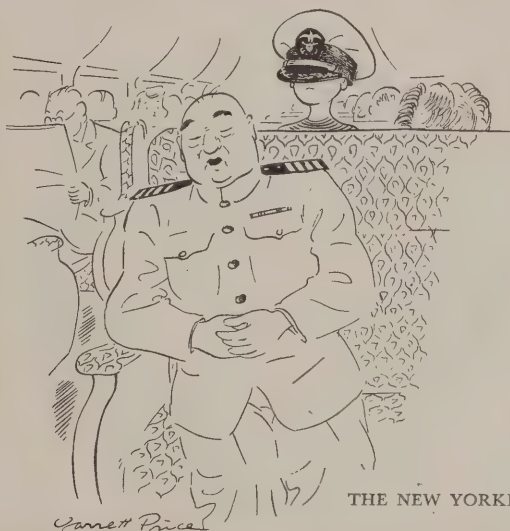
HERBERT L. GURNEE  
2006 Marshall Ave.  
St. Paul, Minn.  
*U. of Minn., '43, Bus. Ad.*



EDWARD A. J. GURRY  
8081 Rolyat St.  
Detroit, Mich.  
*U. of Detroit, '43, Aero.*



RUFUS K. GUTHRIE  
Mullin, Texas  
*U. of Texas, Chem.*



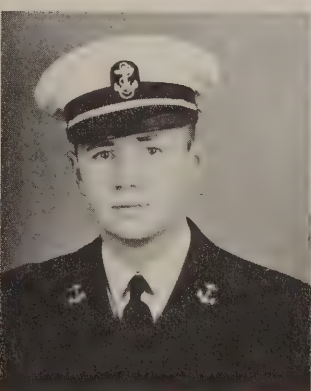
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RALPH G. HALE  
603 S. Court St.  
Cleveland, Miss.  
*Ark. A. & M., Soc. Sc.*



JOHN L. HAM  
604 Chestnut St.  
Dubuque, Iowa  
*Iowa Wesleyan, Chem.*



CHARLES T. HANCHER  
Winchester, Va.  
*Dartmouth, Bus. Ad.*



AUGUST C. HANSCH, JR.  
Whippany Road  
Whippany, N. J.  
*N. Y. U., Arts*



STANLEY G. HARDY  
32 N. 12th St.  
Newark, N. J.  
*N. J. St. Tea. Col., Sc.*



JOHN A. HARREL  
703 N. Chickasaw St.  
Pauls Valley, Okla.  
*Okla. A. & M., Bus. Ad.*



RICHARD C. HARRIS  
327 56th St.  
Des Moines, Iowa  
*Iowa St., Chem. Engr.*



MARVIN T. HATLEY, JR.  
525 E. Main St.  
Albemarle, N. C.  
*Duke, '43, Elec. Engr.*



HAROLD L. HAUSLADEN  
Howard Lake, Minn.  
*U. of Minn., Elec. Engr.*



FREDERICK E. HAWKINS  
7 Lyman Ave.  
Port Jervis, N. Y.  
*Cornell, '44, Chem. Engr.*



GEORGE L. HAY II  
2517 23rd St.  
Lubbock, Texas  
*U. of Okla., Mech. Engr.*



CLARENCE E. HAYNES  
520 Nashville Ave.  
Colby, Kan.  
*Kan. St., '44, Math.*



ROBERT E. HEATON  
303 Century Apts.  
St. Joseph, Mo.  
*Parks Air Col., '43, Aero. Engr.*



WALTER E. HEFFLER  
315 Grace St.  
Houston, Texas  
*Rice, Mech. Engr.*



HAROLD H. HEIDRICK  
Escondido, Cal.  
*Santa Clara U., Elec. Engr.*





HEBER C. HEINE  
6030 N. Amherst St.  
Portland, Ore.  
*U. of Colorado, '43, Engr.*



PAUL E. HEIRONIMUS  
3659 Girard Ave., N  
Minneapolis, Minn.  
*Carleton Col., Physics*



JAMES E. HENCKEN  
6840 Bradley Ave.  
St. Louis, Mo.  
*Iowa St., Mech. Engr.*



RALPH A. HEPLER  
76 Madbury Road  
Durham, N. H.  
*Yale, '43, Ind. Ad.*



WM. F. HERSHEY, JR.  
630 North J St.  
Muskogee, Okla.  
*Purdue, Mech. Engr.*



GILMAN W. HERTZ  
177 N. Main St.  
Clintonville, Wis.  
*U. of Wis., Nat. Sc.*



JOHN M. HERZFELD  
2837 N. Marietta Ave.  
Milwaukee, Wis.  
*Colgate, '43, Geology*



JAMES E. HICKEY  
Kent, Ohio  
*Kent St., Com.*



GENE K. HILDEBRAND  
144 N. Lombard St.  
Dallastown, Pa.  
*W. Chester St., Physics*



ARTHUR B. HILLABOLD  
Myrtle Creek, Ore.  
*U. of Ore., Eco.*



JAMES G. HILTON  
6507 Ridgeway Road  
Richmond, Va.  
*V. P. I., Chem.*



WILLIAM T. HOFFMAN  
3318 Canal Ave.  
Brooklyn, N. Y.  
*Tale, Arch. Engr.*



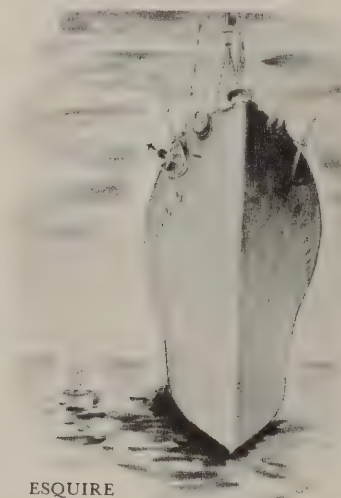
HENLEY C. HOGE III  
1504 Greycourt Ave.  
Richmond, Va.  
*Hampden-Sydney, Sc.*



JOHN L. HOLDEN  
10 Garden Place  
Cincinnati, Ohio  
*Cornell, Math.*



JAMES E. HOLLAND, JR.  
486 Fourth St.  
Fall River, Mass.  
*Providence Col., Ed.*



ESQUIRE



LEAHMAN J. HOLT  
Watumpka, Ala.  
*Auburn, Mech. Engr.*



JEROME J. HOPE  
4114 Coutts St.  
San Diego, Cal.  
*San Diego St., Engr.*



JAMES O. HOPKINS  
Walnut Hill Lane  
Dallas, Texas  
*S. M. U., Bus.*



JOHN G. HOPKINS  
145 Santa Clara Ave.  
San Francisco, Cal.  
*U. of Cal., Civil Engr.*



LOUIS A. HOYING  
146 S. Hanover St.  
Minster, Ohio  
*U. of Cin., Chem. Engr.*





KENNETH T. HUBLER  
104 W. Chester St.  
Nashville, Ill.  
*S. Ill. Nor. U., Math.*



JOHN E. HUFF, JR.  
719 Cleveland Ave.  
Ladysmith, Wis.  
*U. of Wis., Pharmacy*



VERNON Z. HUTCHINGS  
1153 Waukegan Road  
Glenview, Ill.  
*U. of Ill., Chem.*



KENNETH H. IVEY  
514 Moreland Ave., N.E.  
Atlanta, Ga.  
*Vanderbilt, Chem. Engr.*



RALPH H. JACKSON  
1413 DeBree Ave.  
Norfolk, Va.  
*U. of N. C., Com.*



ESQUIRE



THOMAS F. JACKSON  
32 McDonald Ave.  
Waterbury, Conn.  
*Yale, '43, Civil Engr.*



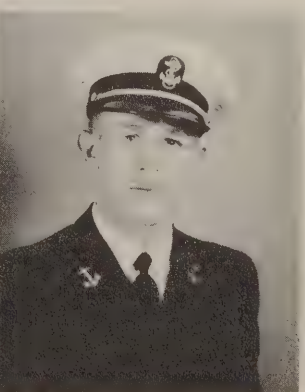
WILLIAM JACKSON, JR.  
304 Cottrell Ave.  
West Collingswood, N. J.  
*Penn., Mech. Engr.*



HOWARD F. JACOBSON  
35 Herkimer St.  
Bridgeport, Conn.  
*Ohio St., Com.*



THOS. M. JARMON, JR.  
3303 Drexel  
Dallas, Texas  
*S. M. U., Psych.*



ALBERT P. JENSEN, JR.  
Portland, Ore.  
*Ore. St. Col., '43, Civil Engr.*



HARVEY C. JEWETT III  
1206 N. Main St.  
Aberdeen, S. D.  
*Williams, '43, Eco.*



EARL A. JOHNSON  
1044 Cornell Ave.  
Fresno, Cal.  
*Fresno St., Psych.*



IRA S. JOHNSON, JR.  
426 Boardwalk  
Ocean City, N. J.  
*U. of N. C., Chem.*



EDWARD R. JOHNSON  
616 Bon Air Place  
La Jolla, Cal.  
*U. of Cal., Chem.*



CECIL M. JORGENSEN  
126 S. Fourth St.  
Price, Utah



A. P. JORGENSEN, JR.  
3608 Haven Ave.  
Racine, Wis.  
*U. of Wis., Chem. Engr.*



JAMES C. JOYSLIN  
4220 Aldrich Ave., S.  
Minneapolis, Minn.  
*St. Olaf, Eco.*



ROY E. JULIE  
26 Lynden St.  
Rye, N. Y.  
*Hamilton, Math.*



WILLIAM D. KEARNS  
96 Undine Ave.  
Winthrop, Mass.  
*Boston U., Ed.*



PIERSON KEATING  
6 Carteret Place  
Garden City, N. Y.  
*Yale, '43, Ind. Ad.*

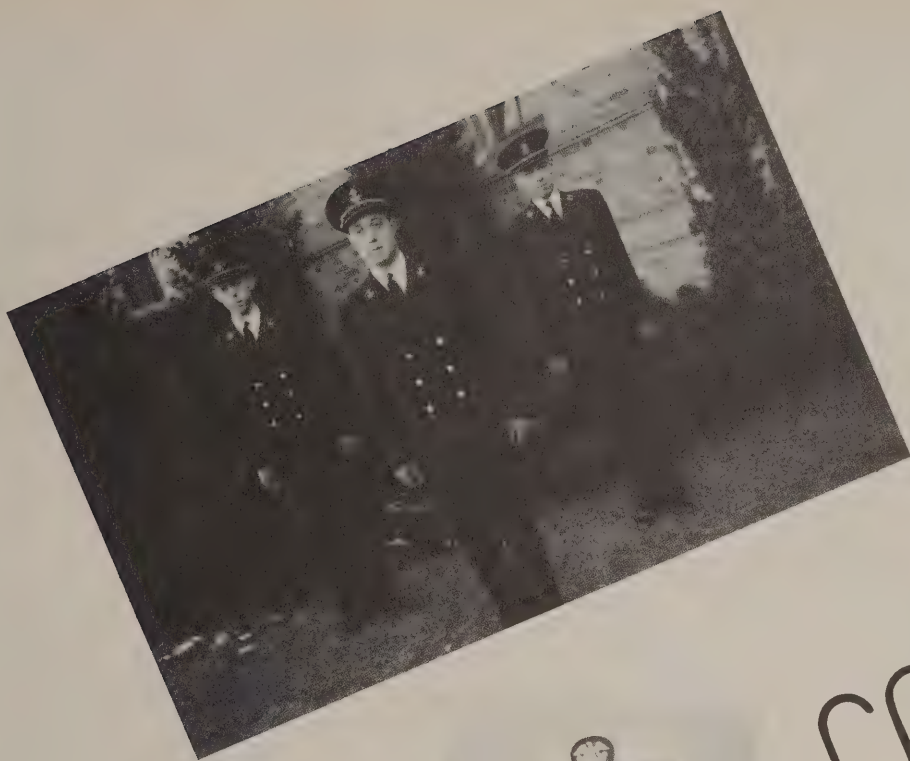


CLAUDE B. KEEVER, JR.  
1615 Washington Ave.  
Waco, Texas  
*Texas A. & M., Acct.*



ALLAN W. KEITH  
2029 Sierra Vista  
Alhambra, Cal.  
*Santa Barbara, Aero. Tech.*





COMPANY

THIRD





WILLIAM H. KEITH  
Birmingham, Ala.  
*Auburn, Elec. Engr.*



JAMES K. J. KELLEY  
Carleton, Mich.  
*Mich. St. Nor., Chem.*



WILLIAM L. KELSEY  
1317 Tenth St., N.W.  
Cedar Rapids, Iowa  
*Iowa St. Col., Engr.*



DONALD J. KENALEY  
LeMars, Iowa  
*Western Union Col., Chem.*



GEORGE KENDIG  
645 N. Fourth Ave.  
Phoenix, Ariz.  
*Ariz. St. Col., Sc.*



B. F. KEPPLER, JR.  
984 Union Terrace  
Union, N. J.  
*W. & M., Bus. Ad.*



IRWIN KETROSIER  
1426 Knox St., N.  
Minneapolis, Minn.  
*U. of Minn., Law*



HENRY A. KINGSBURY  
1 Curve St.  
Medfield, Mass.



MILLARD F. KIRK  
1211 Mollbore Terrace  
Philadelphia, Pa.  
*U. of Md., Civil Engr.*



MARVIN E. KISSEE  
1653½ A St.  
Sparks, Nev.  
*U. of Idaho, Math.*





EDWIN E. KOVALESKI  
2645 Commor St.  
Detroit, Mich.  
*U. of Detroit, Chem.*



RICHARD B. KRAUSE  
4316 Fremont Ave., S.  
Minneapolis, Minn.  
*Carleton Col., '44, Geol.*



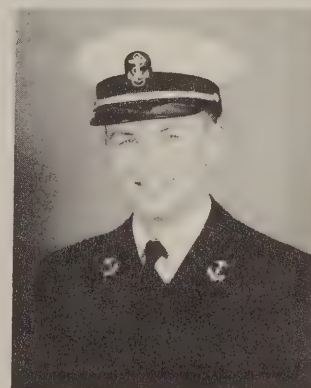
MARVIN M. KRESS  
3505 Rio Grande  
Austin, Texas  
*U. of Texas, '43, Trans.*



VICTOR L. KRONBERG  
Mt. Angel, Ore.  
*Mt. Angel, History*



WALTER A. KRUEGER  
1121 S. East Ave.  
Oak Park, Ill.  
*Purdue, Mech. Engr.*



JOHN C. KUIUINEN  
312 E. Longyear St.  
Bessemer, Mich.  
*U. of Mich., Civil Engr.*



ROMAN L. KULKA  
5004 Jonathon Ave.  
Dearborn, Mich.  
*U. of Detroit, Aero. Engr.*



MEYER LANGER  
1243 Elm St.  
Dubuque, Iowa  
*U. of Iowa, Acct.*



JACK M. LANING  
523 Swain  
Elmhurst, Ill.  
*Elmhurst, Chem.*



LAURENCE A. LANTZ  
104 Ashland St.  
Melrose, Mass.  
*Cornell, '43, Mech. Engr.*



GENE L. LARSON  
Scandia, Kan.  
*Bethany, Sc.*



JEFFERSON J. LARSON  
Lakeside, Ariz.  
*U. of Ariz., Math.*



MARSDEN LAWLEY, JR.  
4100 Bonsall Ave.  
Drexel Hill, Pa.  
*Penn. St., '43, Com.*



JACK C. LAWRENCE  
1735 Holyoke Ave.  
East Cleveland, Ohio  
*Dartmouth, '43, Physics*



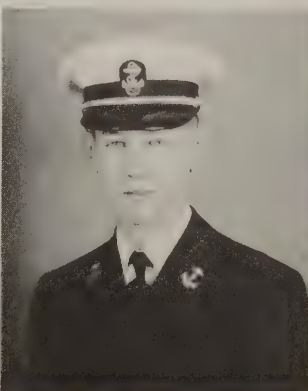
ROBERT A. LAWRENCE  
445 E. Ninth St., N.  
Logan, Utah  
*Utah St. Ag. Col., Physics*



ROY M. LAZAR  
417 Center St.  
Taft, Cal.  
*U. of Cal., Mech. Engr.*



GLENN W. LEADINGHAM  
Sciotoville, Ohio  
*Ohio U., '43*



JOHN E. LeGROS  
1048 Chicago Ave.  
Oak Park, Ill.  
*Yale, '43, Chem. Engr.*



ARTHUR W. LESAC  
923 S. 75th St.  
Milwaukee, Wis.  
*U. of Wis., Chem. Engr.*



WILLIAM D. LEE  
1023 Floral Drive, S.E.  
Grand Rapids, Cal.  
*Albion Col., '43, History*





GEORGE F. LEININGER  
3314 Askew Ave.  
Kansas City, Mo.  
*Kansas City U., History*



ANTON LEONE  
208 N. Seventh St.  
Berld, Ill.  
*Mo. Sch. of Mines, C. E.*



CYRUS LEVINTHAL  
135 S. 17th St.  
Philadelphia, Pa.  
*Swarthmore, '43, Physics*



BURTON K. LEWIS  
Ravenwood, Mo.  
*N. W. Mo. S. T. C., Soc. Sc.*



MAHLON D. LEWIS  
1103 Central St.  
Bedford, Iowa  
*Tarkio Col., Biol.*



ARNOLD J. LIEN  
608½ Ninth St.  
Menomonie, Wis.  
*Stout Inst., Ind. Ed.*



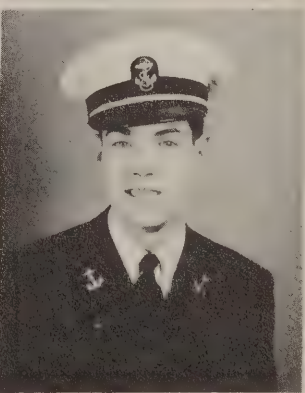
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NORMAN S. MACKIE, JR.  
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*Yale, English*



JOHN B. MACPHERSON  
1350 Berkshire Road  
Grosse Pointe, Mich.  
*Wayne U., Physics*



DONALD A. MAGILL  
117 Carpenter Lane  
Philadelphia, Pa.  
*Haverford, English*



JAMES F. MAGIN  
Range Line Road  
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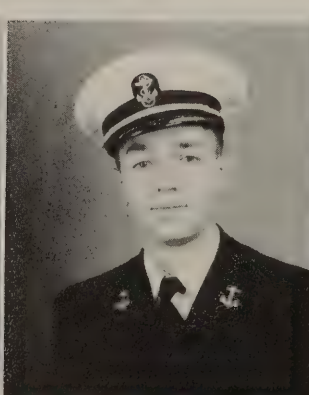
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*U. of Iowa, Math.*



LESLIE R. MARTIN, JR.  
20 Birch Road  
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*Yale, Math.*



WILLIAM K. MARTIN  
812 W. Eighth St.  
Silver City, N. M.  
*Texas A. & M., Math.*



WARNE C. MARTY  
Oakdale, Cal.  
*U. of Cal., Met.*





ROBERT H. MASON  
70 Ferncrest Ave.  
Cranston, R. I.  
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604 W. Sixth St.  
Abilene, Kan.  
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GARLAND T. McCOY  
1344 Magnolia Ave.  
Norfolk, Va.  
*V. P. I., Mech. Engr.*



FRANCIS R. McDONALD  
777 14th Ave.  
Paterson, N. J.  
*Georgetown, Biol.*



THOMAS R. MCGEE  
1518 Stillman Ave.  
Corpus Christi, Texas  
*U. of Texas, Arch.*



WILLIAM F. MCINTOSH  
1114 W. Roosevelt St.  
Phoenix, Ariz.  
*U. of Ariz., Civil Engr.*



ISAAC C. McLESTER  
2401 Lexington Ave.  
Ashland, Ky.  
*Vanderbilt, '43, Mech. Engr.*



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309 Park Ave.  
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*Lawrence Col., Chem.*



WAYNE H. MEAGHER  
9618 Prospect Ave.  
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1324 Sheridan Ave.  
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*St. Louis, Chem.*



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ROBERT W. MITCHELL  
427 Blackman St.  
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JAMES P. MOLONEY  
95 W. Fifth St.  
Bayonne, N. J.  
*Manhattan, Physics*



ROBT. M. MONTGOMERY  
2031 Joseph St.  
New Orleans, La.  
*Tulane, Chem.*



GILBERT MORDOH  
1118 S. Capitol Ave.  
Indianapolis, Ind.  
*Purdue, '43, Mech. Engr.*



CLARENCE R. MORRIS  
Perryton, Texas  
*E. Tex. S. T. C., '43, Math.*



JACK MOSES  
501 First St.  
Vidalia, Ga.  
*Ga. Tech., Mech. Engr.*



JOHN M. MUNN  
Junction, Texas  
*Tex. Tech. Col., Textile Engr.*



THOMAS K. MURDOCK  
19 Windsor Ave.  
Meriden, Conn.  
*Yale, English*



WILLIAM C. MURRAY  
208 E. Eighth St.  
The Dalles, Ore.  
*U. of Ore., Pol. Sc.*



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182 Brooklyn Ave.  
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WILLIAM C. NAU  
419 Iowa Ave.  
Muscatine, Iowa  
*Iowa Wesleyan, Math.*



DONALD M. NELSON  
Avery, Iowa  
*Iowa St., '44, Elec. Engr.*



GEORGE P. NELSON, JR.  
215 Clifford Court  
San Antonio, Texas  
*St. Mary's of Texas, Chem.*



JAMES J. NELSON  
120 Blount St.  
Nacogdoches, Texas  
*S. F. Austin, Math.*



LAWRENCE E. NELSON  
7419 Hampton Blvd.  
Norfolk, Va.  
*M. I. T., '44, Chem. Engr.*



WILLIAM E. NICODEN  
210 Rostraver St.  
Monessen, Pa.  
*Penn. St., '43, Met.*



TYLER K. NORTON  
27 Mariposa St.  
Los Gatos, Cal.  
*Stanford, '44, Soc. Sc.*



HARVEY V. NOVAK  
Montfort, Wis.  
*Platteville St. Tea., Ag.*

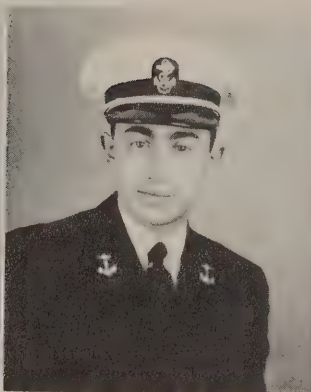




NORMAN OBERMAN  
1632 S. Highland Ave.  
Los Angeles, Cal.  
*Los Angeles City Col.*



ERVIN C. OLSON  
10923 Prospect Ave.  
Chicago, Ill.  
*Purdue, Aero. Engr.*



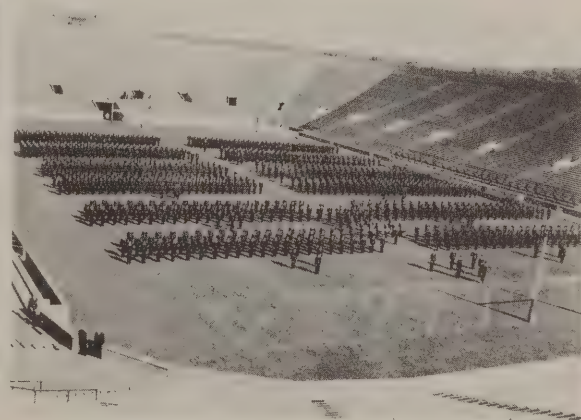
CHARLES J. ORI  
210 S. Fulton St.  
Allentown, Pa.  
*Millersville S. T. C., Ind. Arts*



RAYMOND F. OWENS  
1815 W. Sixth St.  
Little Rock, Ark.  
*L. I. T., Math.*



EDWARD W. PARKER  
1592 S. 15th St., E.  
Salt Lake City, Utah  
*U. of Utah, '44, English*



ROBERT J. PARKER  
1159 N. Larel Ave.  
Chicago, Ill.  
*Loyola U., Fin.*



STANLEY M. PATTEN  
304 N. Pershing St.  
Liberal, Kan.  
*U. of Kan., Acct.*



CHARLES H. PAULETTE  
Farmington, Minn.  
*U. of Kan., Civil Engr.*



DARRELL P. PAYNE  
224 Fourth Ave., E.  
Cresco, Iowa  
*Iowa St., Civil Engr.*



ALLEN L. PEEK  
3901 Reading Road  
Cincinnati, Ohio  
*U. of Ill., Physics*



JOHN B. PERI  
1470 W. Willow St.  
Stockton, Cal.  
*U. of Cal., '43, Chem.*



HOWARD M. PETERSON  
855 Tatum St.  
St. Paul, Minn.  
*U. of Minn., Math.*



JAMES E. PETERSON  
Gresham, Ore.  
*U. of Ore., Pre-Law*



KEITH A. PETERSON  
820 Marin St.  
Vallejo, Cal.  
*U. of Minn., '43, Elec. Engr.*



PHILIP A. PETERSON  
6 Stonleigh Road  
Worcester, Mass.  
*Yale, '43, Chem. Engr.*



ROBERT G. PETERSON  
2528 N. Bernard St.  
Chicago, Ill.  
*St. Olaf, Chem.*



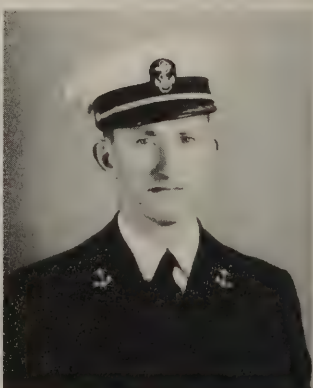
WADE A. T. PETERSON  
Bellevue, Wash.  
*Seattle Col., Math.*



RICHARD L. PETRI  
4338 Rockhill Road  
Kansas City, Mo.  
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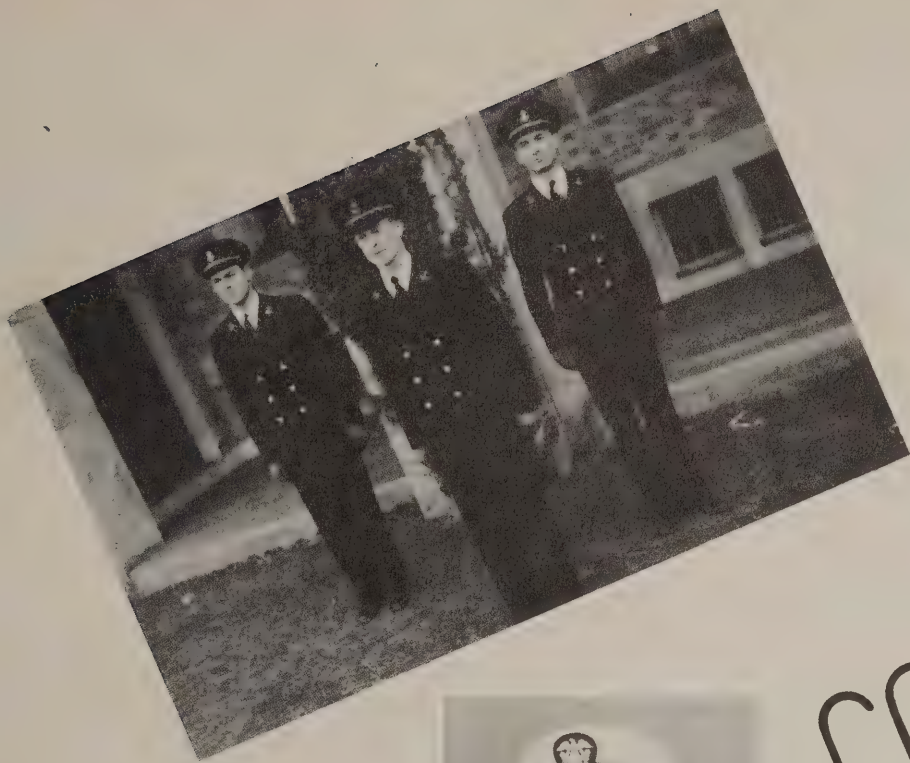


CUSHING PHILLIPS, JR.  
1369 Hyde St.  
San Francisco, Cal.  
*Cornell, '43, Civil Engr.*



WILLIAM E. PHILLIPS  
Lorin, Miss.  
*Miss. St., Ag. Ed.*

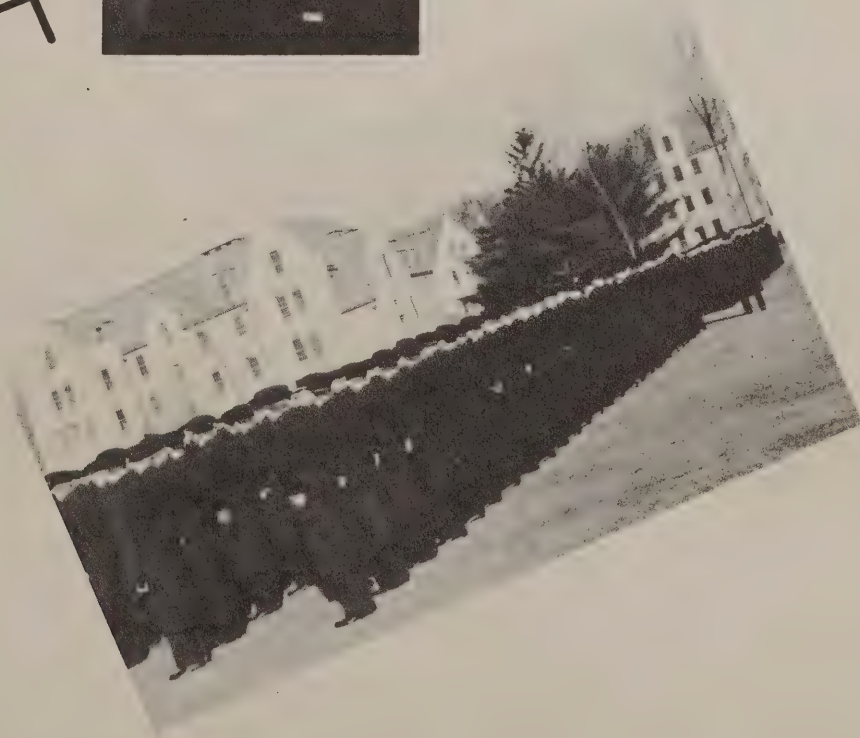




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*Santa Barbara St., Ind. Ed.*



D. R. POMMERING, JR.  
1034 Chesapeake Ave.  
South Norfolk, Va.  
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CHARLES A. POPE  
17 N.W. Sixth St.  
Homestead, Fla.  
*U. of Fla., Ed.*



HARRY T. PORTER, JR.  
6 Sylvan Lane  
Wyoming, Ohio  
*U. of Cin., '43, Mech. Engr.*



EUGENE B. POWELL  
401 Lima Ave.  
Findlay, Ohio  
*Findley Col., Chem.*



CHARLES W. PRESSLER  
1496 Arthur Ave.  
Lakewood, Ohio  
*Cornell, '43, Mech. Engr.*



EUGENE L. PRICE  
1620 Prairie Ave.  
Mattoon, Ill.  
*E. Ill. St. Tea. Col., Com.*



ASHLEY H. PRIDDY  
1012 Harrison St.  
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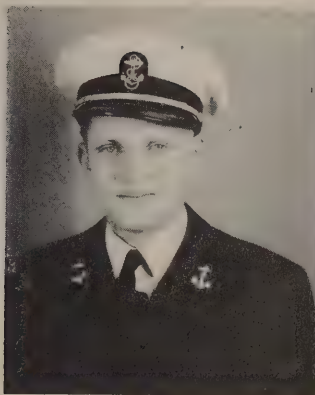


CHARLES B. PULLUM  
11755 Mendota Ave.  
Detroit, Mich.  
*U. of Detroit, Phil.*



OTIS D. PURDIE  
75 Personette Ave.  
Verona, N. J.  
*Cornell, '43, Engr.*





ROBERT J. QUAST  
9250 S. Ada St.  
Chicago, Ill.  
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ROBERT J. QUIST  
224 N. Russell St.  
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KENNETH M. REAS  
15874 Ohio Ave.  
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*Lawrence Tech., '43, M. E.*



ROBERT B. REED  
740 Hesperides Road  
Lake Wales, Fla.  
*Ga. Tech., Arch. Engr.*



WM. S. REGENOLD, JR.  
1511 Vinton Ave.  
Memphis, Tenn.  
*U. of Tenn., Civil Engr.*



RICHARD S. RICE  
60 Stevens Road  
Needham, Mass.  
*Dartmouth, '43, Civil Engr.*



RICHARD T. RICHARDS  
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WILBUR H. ROBITSCHKEK  
4529 Altgeld St.  
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*DePaul, History*



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602 N. Brodd St.  
Cairo, Ga.  
*Emory, Chem.*



FREDERICK P. ROSE  
171 Audubon Ave.  
Mt. Vernon, N. Y.  
*Yale, '43, Civil Engr.*



DANIEL R. ROSS  
5365 Cabanne St.  
St. Louis, Mo.  
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LLOYD G. ROSSEBO  
420 E. 48th St.  
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*U. of Cin., Mech. Engr.*



JOHN B. RUSSELL  
3430 Grove Ave.  
Richmond, Va.  
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Schwartz Road  
Lancaster, N. Y.  
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4139 Vinton Ave.  
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512 Arlington Ave.  
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LOWELL D. SHAWVER  
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*U. of Texas, Elec. Engr.*



FRANCIS A. SHEDD  
604 Fifth St.  
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*Iowa St., Mech. Engr.*



THOS. D. SHERBERT, JR.  
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IRWIN I. SHULL  
1728 E. Seventh St.  
Tucson, Ariz.  
*U. of Ariz., '44, Civil Engr.*



STANLEY J. SIEGEL  
5137 Paseo St.  
Kansas City, Mo.  
*U. of K. C., '44, Eco.*



KENNETH F. SIMMONS  
501 E. Fifth St.  
Pana, Ill.  
*Ill. Wesleyan, '44, Math.*





ALBERT E. SIMON, JR.  
1540 W. Lehigh Ave.  
Philadelphia, Pa.  
*Drexel Inst., '44, Mech. Engr.*



JACK SIMPSON  
1665 Evans Drive, S.W.  
Atlanta, Ga.  
*Ga. Tech., Textile Engr.*



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WENDALL H. SMITH  
150 W. Gorham St.  
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*U. of Wis., Chem.*



MELVIN C. SNYDER  
4535 E. 18th Ave.  
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WILFRED J. SNYDER  
377 E. Mark St.  
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JOSEPH T. STEGMAIER  
3604 Forest Park Ave.  
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RICHARD A. STEPHENS  
505 Wynne Ave.  
Penfield, Pa.  
*Penn. St., '43, Ind. Engr.*



THOMAS M. STOKES  
1618 Cherokee Road  
Louisville, Ky.  
*U. of Va., Arch.*



ROBERT L. STRAYER  
1178 Bedford St.  
Johnstown, Pa.  
*Pitt., Mech. Engr.*



FRED D. STRUDELL  
615 Fairview Ave.  
Webster Groves, Mo.  
*Washington U., Math.*



SEWELL H. SUNDE  
436 W. Bridge St.  
Owatonna, Minn.  
*St. Olaf, Chem.*



CHARLES S. SURES  
1720 Irving St., N.W.  
Washington, D. C.  
*G. Washington, Pre-Law*



FREDERICK W. STUVE  
120 Ward Ave.  
San Antonio, Texas  
*Texas A. & M., Aero. Engr.*



KENNETH J. TAUER  
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RICHARD L. J. TAVIS  
210 Sixth Ave., N.W.  
Mandan, N. D.  
*N. D. St., Arch. Engr.*



ALEXIS V. TELLIS  
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Winnetka, Ill.  
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109 N. Henry St.  
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*U. of Cal., Met. Engr.*



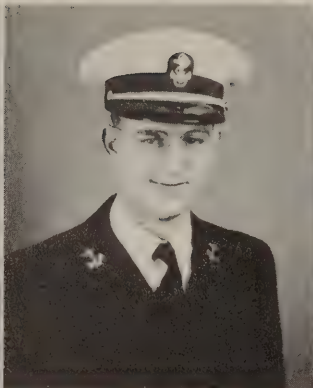
MAURICE W. TRICKEY  
313 Oak St.  
Iowa Falls, Iowa  
*Coe Col., Physics*



ROBERT M. TROTTER  
Sharon Road  
Charlotte, N. C.  
*Northwestern, '43, Music*



JOHN A. TUTTLE  
174 Sherman Ave.  
Teaneck, N. J.  
*M. I. T., '44, Mech. Engr.*



R. W. VANDERSLICE  
Ruskin, Fla.  
*Fla. Southern, Mech. Drawing*



ROBT. B. VICKERS, JR.  
1065 Stonewall St.  
New Braunfels, Texas  
*U. of Texas, Geol.*



RICHARD J. VOLLRATH  
821 N. Sixth St.  
Sheboygan, Wis.  
*Yale, '43, Mech. Engr.*



EDWARD F. WAGNER  
142 Butler St.  
Kingston, Pa.  
*Cornell, '43, Chem. Engr.*



M. C. WAKEFIELD, JR.  
104½ N. Second St.  
Dallas, Texas  
*U. of Texas, Chem. Engr.*



JAMES W. WALKER  
117 N. Ireland St.  
Burlington, N. C.  
*U. of N. C., '43, Math.*



JERE C. WANNAN  
504 Longfellow St., N.W.  
Washington, D. C.  
*U. of Md., '43, Mech. Engr.*



GOODLOE H. WARD  
911 Lawrence St.  
Old Hickory, Tenn.  
*Vanderbilt, Soc.*



JOHN T. WARDLAW  
650 Palmetto St.  
Spartanburg, S. C.  
*Ga. Tech., Textile Engr.*





B. H. WARREN, JR.  
243 Longine St.  
Jackson, Miss.  
*Miss. Col., '43, Math.*



ROBERT L. WARREN  
511 Florence St.  
Turlock, Cal.  
*U. of Cal., '43, Bus. Ad.*



RICHARD D. WELLS  
310 W. 12th St.  
Newport, Ky.  
*U. of Cin., '43, Chem. Engr.*



JOHN WHITBY  
48 Green St.  
Edwardsville, Pa.  
*Bloomsburg Col., Acct.*



FRANK G. WHITE  
727 Sixth St.  
Alhambra, Cal.  
*U. of Redlands, Physics*



EDWARD M. WICKMAN  
4935 Finley Ave.  
Los Angeles, Cal.  
*U. of Cal., Civil Engr.*



JOHN W. WILLIAMSON  
Cardwill, Mo.  
*Westminster, '43, Eco.*



A. THOMAS WILSON  
202 St. Catherine St.  
Lewisburg, Pa.  
*Bucknell, Pol. Sc.*



CHARLES C. WILSON  
174 N. Leamington Ave.  
Chicago, Ill.  
*Chicago Tea. Col., Math.*



HAROLD R. WILSON  
4924 Adams St.  
Spokane, Wash.  
*E. Washington, Ed.*



SILAS G. WINKLER, JR.  
605 Palm St.  
Beaumont, Texas  
*S. M. U., Civil Engr.*



JOSEPH B. WITTY  
400 W. Washington St.  
Greenwood, Miss.  
*U. of Miss., '43, Civil Engr.*



GEORGE M. WOLFORD  
506 S. Chestnut St.  
McKinney, Texas  
*N. T. S. T. C., Chem.*



ALAN S. WOOD  
255 N. Hermosa Ave.  
Sierra Madre, Cal.  
*U. of Cal., Pre-Med.*



FRANCIS P. WRIGHT  
301 Milledge Ave., S.E.  
Atlanta, Ga.  
*Ga. Evening Col., Acct.*



JACQUES YEAGER  
4556 Eighth St.  
Riverside, Cal.  
*U. of Cal., Civil Engr.*



PETER YFF  
3667 Randolph St.  
Lansing, Ill.  
*Gen. YMCA Col., Math.*



ROBERT A. YODER, JR.  
1315 East Blvd.  
Charlotte, N. C.  
*Newberry Col., Math.*



EVERT A. YOUNG  
1863 Cornell Ave.  
Winter Park, Fla.  
*U. of Fla., Mech. Engr.*



STANLEY A. YOUNG  
3524 Foothill Blvd.  
Oakland, Cal.  
*U. of Cal., '43, Petr. Engr.*



FRANCIS M. ZACHARA  
4547 Martin St.  
Paterson, N. J.  
*Bucknell, Soc.*



FRANK J. ZIZKA  
Storrs, Conn.  
*Willimantic S. T. C., Ed.*



PHILIP ZLOTNIK  
1609 S. Park St.  
Brenham, Texas  
*U. of Texas, Chem.*

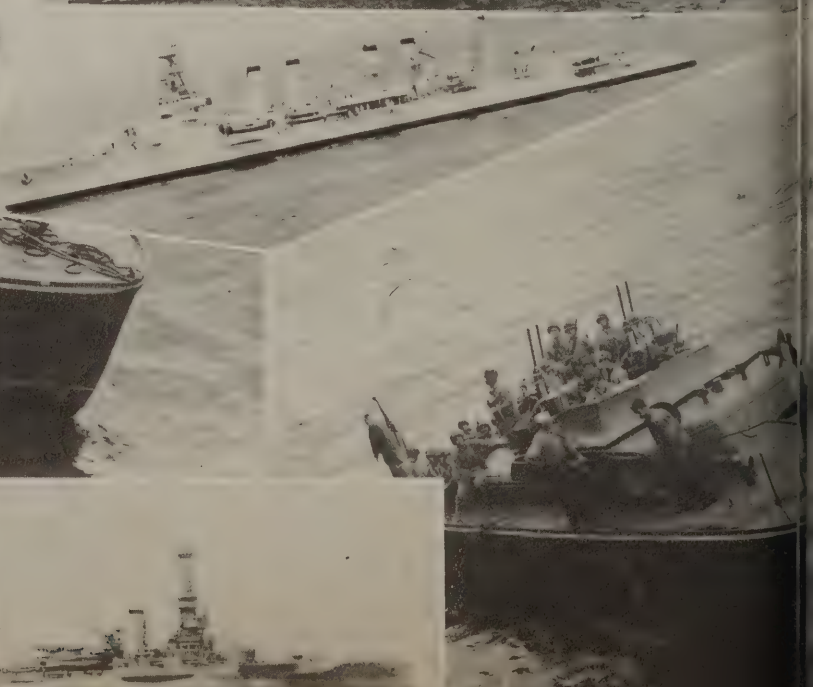
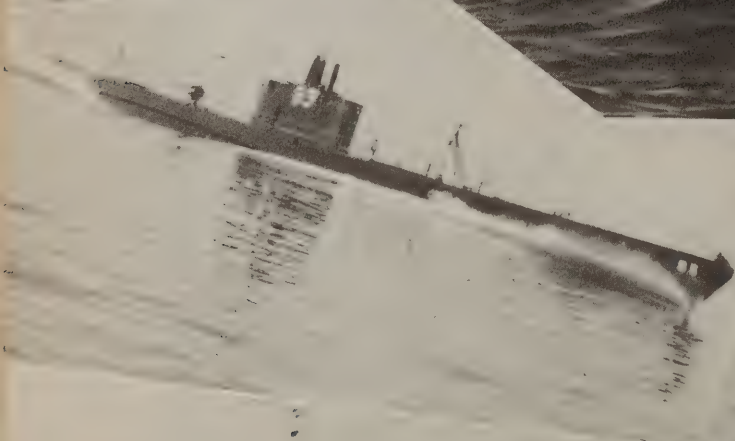
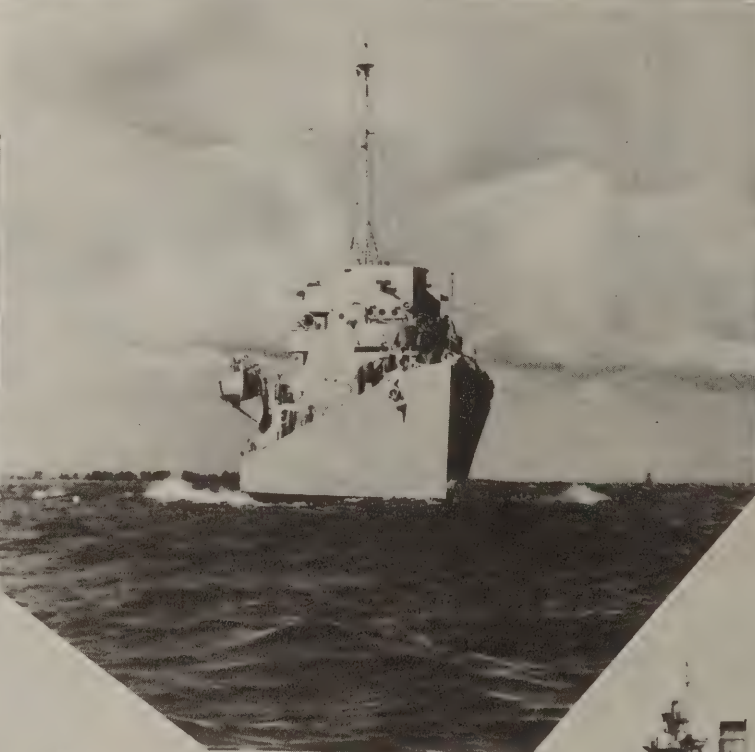
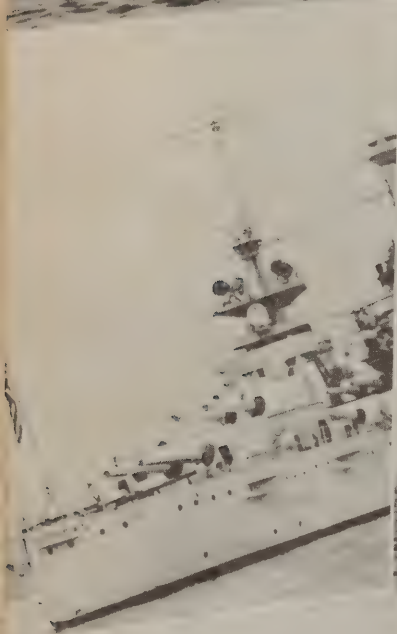




PETER ARNO  
THE NEW YORKER

*"I tell you we're on our way to Estes Park! We had no idea we were parked near a Navy Station."*

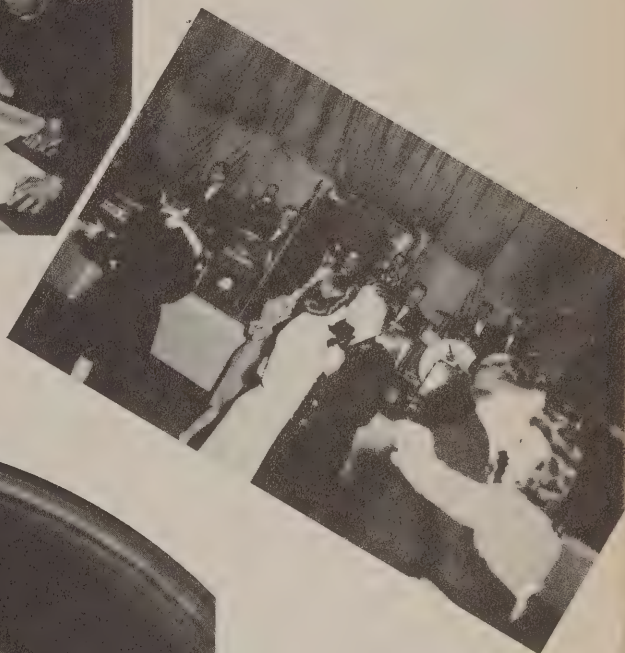






*Extra*

*Curricular*





# Captain Barry Choir

No naval base is complete without that group which preserves the Navy's reputation for good song—the choir. Best known for the weekly broadcasts over WSBT, the South Bend Station, a tradition of previous classes, the choir also welcomed visitors aboard every Monday evening to hear music ranging from the popular tunes of the day to melodies of the middle ages, a dash of folk-song, mixed with light opera. Perhaps the best known work of the choir was its part in the Happy Hour Show.

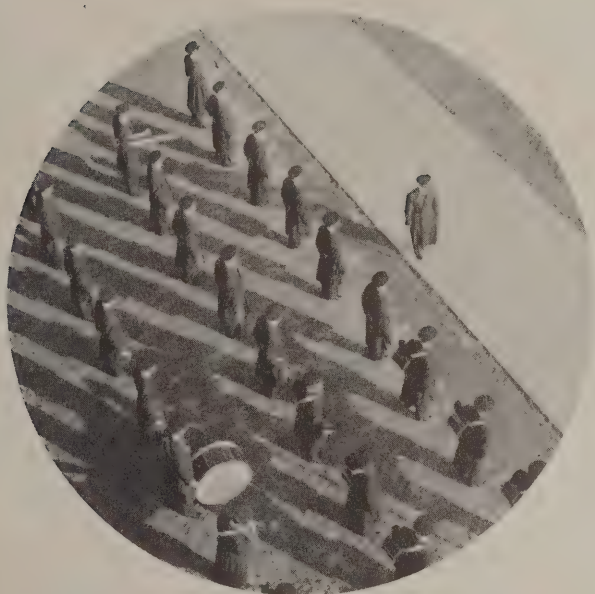
The director was Midshipman Bernard D. Ratshin, a New Yorker graduate of Northwestern University. He majored in chemistry and did musical work as a form of relaxation and diversion, but had training in voice as well as harmony and theory and choral work at Northwestern.

The choir had a complement of sixty men and from this group also came the announcers and accompanists, to whose excellent work the success of the choir was due in part. The accompanists were Midshipmen Ed Canfield and Dick Westendorf. Announcing for the group were Midshipmen Harlan Shaw, Ed Bradley and Alan Perry.





# Drum and Bugle Corps



As hundreds of midshipmen scurried daily from compartments, through snow drifts and into chow hall at 0630, the Drum and Bugle Corps took minds off an additional two or three hours of sleep which were wanted but not slept; the Drum and Bugle Corps furnished the drummers to put snap into marching to and from classes every hour; the Drum and Bugle Corps helped alleviate the monotony of inspections on Saturday morning.

Under the guidance of Ensign Richard Tainter, for many years a Navy Bandmaster, and directed by Midshipman Chester J. Claudon, Jr., the Corps throughout the months of training rejuvenated weary middies and put pep and vigor into all formations.

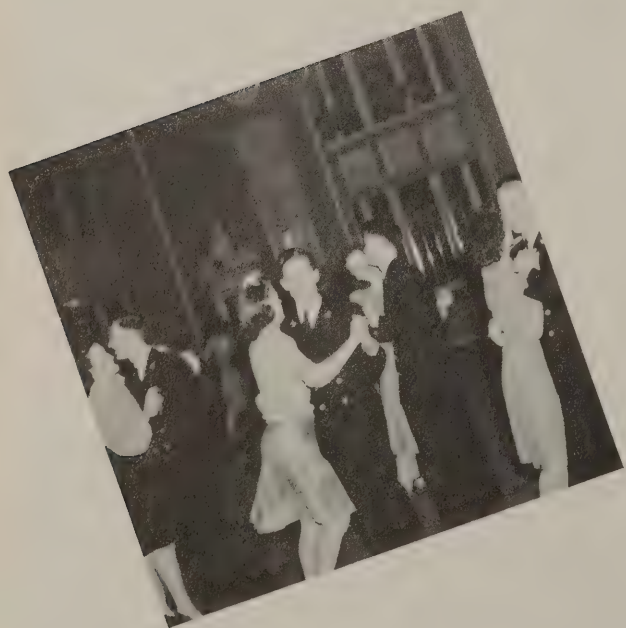
Aside from backs braced by the bugle's blast and steps evened by rat-tat-tat, the Corps had entertainment value—playing at football games and other midshipmen gatherings. However, those bugles invariably reminded the Midshipman—as if he could ever forget—"You're in the Navy Now—Mistah!"







## *Dance Band*



"Jive" and "hep-cat" swing aren't things to be associated only with saddle shoes and sport coats. Midshipmen, in their Navy blue, also had ways and means of producing the fast foot patting melodies—the Midshipman Dance Band.

The Band received top billing for the tea dances at the South Bend Service Men's Center, there gaining favor as number one choice of all service men and dates alike.

Station activities also found the band on hand to keep the situation strictly on the "jive" side. The band was one of the main attractions for the "Happy Hour," and played for other special programs at the Drill Hall.

Composed of experienced musicians, the band possessed a number of special arrangements of famous swing tunes. Ensign Duda, Welfare and Recreation Officer, rated the band as tops—a pandemonium of syncopation.

Featured soloists in the 14-piece organization were Midshipmen Golden on trumpet, Sweet on the trombone, Hillman from the Sax section and Carey on the drums.





## *The Capstan*

The scene? A charming one—Executive Drill—two to three hundred tired, grimy, and irritable young men marching in a slight drizzle—said drizzle coloring conversation very much. The command “HALT” rings out and Capstan men are politely asked one pace forward. This is the line that made the Pepsodent ads. Brighter smiles will be seen only at Grand Central when the satin and lace number is waiting for her favorite ensign.

Although the Capstan staff escaped the athletic period which followed, featuring that well-known “you-know who” on the raised platform, it took much more than athletic periods to produce the juggling of material and mental gymnastics which brought forth this, the fourth, *Capstan*.

More than one 4.0 was sacrificed to the rather slate grey god called “deadline”; more than one study period was interrupted by, “Chuck, you know how I hate to bother you, but we’ve got to have this by 0800;” and often times the boys with the night club tan from Compartment 440 (where the floors always had half-an-inch of art gum) broke up the little game of follow-the-leader, and though weary were cheered by the thought of morning calisthenics.





# *The Dramatic Club and Happy Hour*

Thirteen days before graduation the entire regiment filed into the drill hall—not to train to be “communications officers”, but to take a good-natured crack at everything on the station with half-an-inch of 990-2% around sleeve, and quite a number who had two half-inches. That was the evening when all scores were evened, the one time in four months when midshipmen were boss; when ensigns didn't say a thing about “Get shahp, mistah!”

Yes, that was a night that will be long remembered by no-longer-embryonic officers—a night of fun and frolic and good-natured jest. The Third Battalion led off with its “Battle of the Brandywine”, featuring its hazy quartette and professional blind-dates. The Fourth's “From Badin to Worse” paged Admiral Halsey between card games in the Ward Room. The Second Batt topped the night with a series of impersonations as Midshipman J. E. Colman took the audience on a tour of “Morrissey Daze”, featuring well-known persons like “The Damage Control Department's gift to the Double-Bottoms”, “All I want to know about my men is ‘How many of you played football?’” and others. S. J. Siegel, emcee, kept things running smoothly all evening.

Main contributors to the evening's entertainment, aside from the skits, were the Choir and the Dance Band; the former rendering “When Day is Done” and “The Navy Hymn” and the latter giving out with plenty of hot swing. Bob Trotter tickled the ivories well enough to get two encores from the crowd, and Bob St. Mary pulled excellent tricks from among his embroidered handkerchiefs. The evening was closed by the cast and audience singing the National Anthem, led by the Choir and Dance Band.

Other entertainment planned by the Dramatic Club was sacrificed to study—the concentrated program being too solid to permit hours of rehearsal necessary for presentation of any plays.









# Sports

Although the men in the Fourth Midshipman Class didn't exactly ask for it, they caught the "Spirit of Notre Dame" on the athletic fields and in the gymnasiums. Athletics occupied a most prominent position in the lives of the middies.

Organized sports and outside competition were meager, but the future ensigns found that the tradition at Notre Dame still lives—every apprentice seaman and every midshipman participated in some form of athletics.

From that first morning in early October when the 0555 bell knocked the seaman straight from his bunk into calisthenics on the hard, cold, cement sidewalk—otherwise known as an exterior passageway—until the fag end of the four months here, there was little let-up in that business of hardening muscles.

Directed by Lt. A. P. Brown, athletics officer, the sports program showed the Navy method of preparing young men for combat under tough conditions. The program ranged from the rugged obstacle course to volley ball. Between these came football, baseball, track, basketball, tumbling, soccer, swimming and the worst nightmare of all, calisthenics.

The early morning "ghost patrol" garbed in gray sweat suits lasted about a month until the Indiana weather caught up with the yawning stoop and squatters.

Although the 0555 bends went the way of so many "good" things, afternoon calisthenics remained to plague every middie for the entire four months. But, as each day went by, sore muscles became more and more a thing of the past. Fellows who had shown no inclination to touch their toes were soon laying their palms on the deck without any semblance of bent knees. Sit-ups and push-ups no longer brought the quantity of grunts and groans that were so much in evidence during the first week.

The puffs and pants that came with double-timing during the early stages of indoctrination turned to easier breathing after a few jaunts, and after two weeks of coaching in the art of running by Chief Specialist Quinn, a noted Midwestern runner, the boys began to take shape.

Competition reached its highest peak in the aerial-minded "tag" football games which added much to the variety of injuries reported at evening sick call.

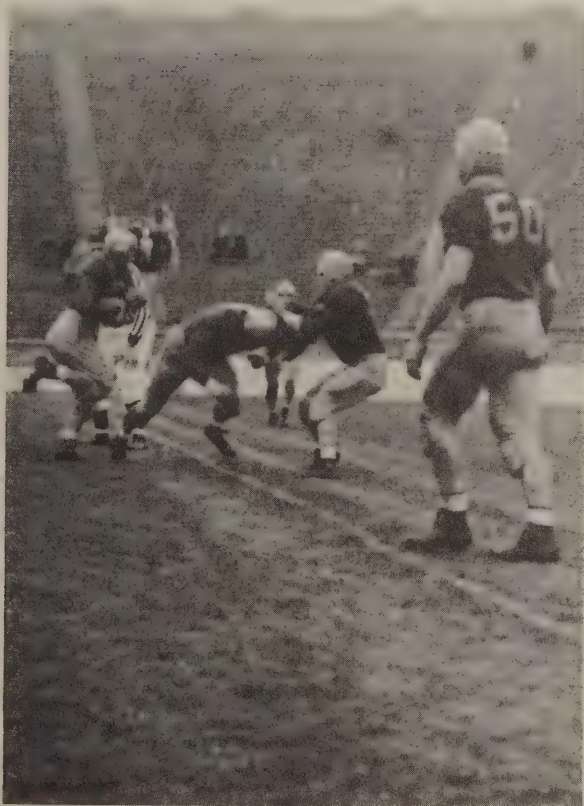
Swimming paced the field for indoor sports. The two lengths seemed mighty long to many the first afternoon in the pool at Rockne Memorial Gymnasium. Speed swimming also had its pitfalls. But the sub-squad remedied most of the faults and soon there was more resembling fish than Friday dinner.





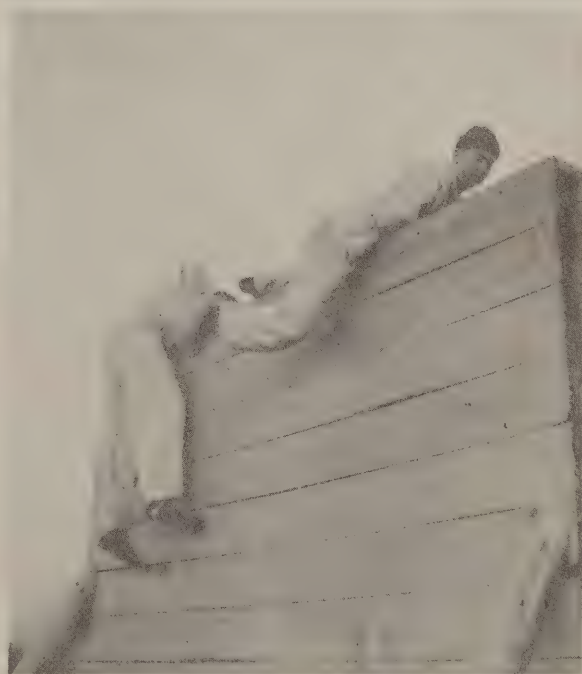
Strength Tests proved the worth of the athletic program. First given during the early days of the indoctrination period, they brought out clearly that few of the middies were in physical shape. Tests later during the training period indicated that all the aching muscles, panting and puffing were not in vain.

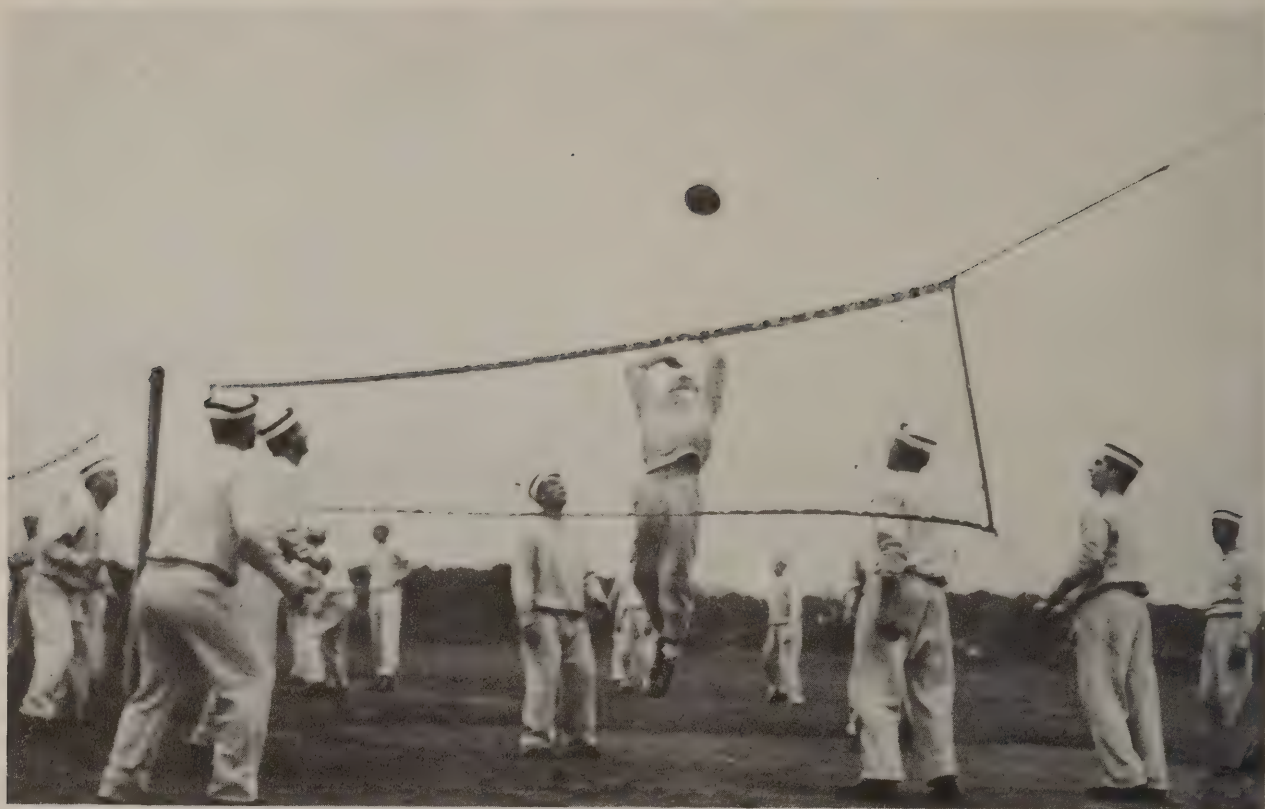
The famed weapon of the infantryman—the rifle—had its part in the athletic career of the middies, in the rugged Physical Drill with Arms and Bayonet Drill, which put stress on the part of the anatomy which physical instructors call the most underdeveloped part of the American youth's body—his arms and shoulders.



Cross Country, under Chief Quinn's direction, stood alone as the only organized team representing the Midshipman Class.

Participation wasn't the only taste midshipmen had of athletics. They had the chance to turn to America's favorite Saturday afternoon pastime—spectating, and for the football lovers among the class, it was a treat to watch the nation's number one eleven function. But to the amazement of other fans and sports writers alike, the Middies reserved their lusty cheering for the underdogs.











September 30, 1943, is destined to live in history . . . the history of the fourth class at Notre Dame Midshipmen's School. On that day the big gray cattle car made many trips between South Bend's busy railroad station and the rear of the U.S.S. Morrissey.

From Maine, Oregon, Texas, Florida, South Carolina and Missouri the future ensigns were disgorged, wane and weary, upon strange ground.

"You're in the Navy now. As future officers of the fleet, you will be expected to conduct yourselves at all times as gentlemen, you will be expected to work hard—keep on the ball. You will be expected to obey commands instantaneously; when you reach the fleet, you will have great responsibility on your shoulders and will have to think. Until that time, don't think—obey and continue to obey and maybe something can be made out of you—but you're a pretty ragged looking bunch."

After depositing luggage on sidewalks, the apprentice seamen were taken to the chow hall. Looking back through the haze of time it seems there was an extremely good dinner that day. At any rate, there were only three or four good meals



# Embarkation or The

eaten in that building—the first one, Thanksgiving, Christmas and noon January 20, 1944.

After that first mess of beans and potatoes, the problematical civies were arranged alphabetically and led off to Lyons, Morrissey, Howard and Badin, the firetrap.

That first day somehow managed to recede into the past. The weary, and now wary, embryonic ensigns dropped off to a restless sleep after uttering



prayers for a safe voyage and damning thirteen buttons. Yes, late that afternoon they received their "gear" with those eternal thirteen buttons.

First they stood in line to turn in their orders and be assigned to billets; then they stood in line to draw their bedding; and then they stood in a gigantic line at the stadium to draw uniforms. Three things stood out in their minds that day, "on the double, in line, and wait." It was on the double to get there, in line after you got there, and wait half the day.

The story goes the rounds that the only person to be fitted in a correctly sized uniform was a 4-F civilian. And he wasn't turned loose until the medical department wrote seven letters to Washington, three weeks later.



# and Debarkation

## Voyage Run

Hours passed into days, backs began to straighten and so did columns of threes. Many things happened in the thirty days while the state of apprentice seaman lasted.

First, there were physical examinations, x-rays, blood tests, short arms, eyes, ears, etc., etc., etc. Then came shots; frequent shots, varied shots, hot shots, cold shots: tetanus, typhoid, yellow fever, smallpox. The story is told of one luckless chap



who was stuck nine times while he stopped to scratch himself.

Calisthenics came next on the list of unforgettable: 0555 and 1630. Many were the schemes for avoiding the terrible bends but none were successful. The 0555 grind stopped only when the hands of the lads began freezing to the sidewalk.

Executive drill utilized more time during the weeks of indoctrination than any other part of the concentrated program. Raw civilians had to be molded into sailors who could march in reasonably straight lines for reasonably long intervals. The ensigns and C.P.O.'s were "stricter 'an h—" on the man who went to sleep marching but were always willing and eager to help one who tried. "Well, mister, just what do you think *you're* doing?"

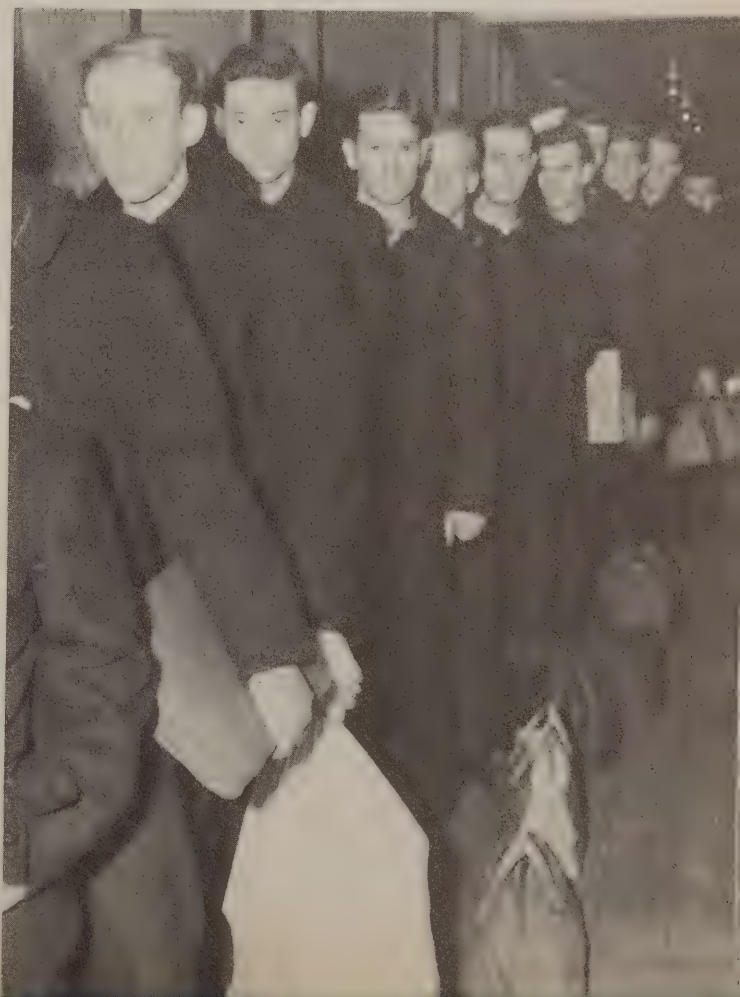
Wake up and get those commands, or I'll have you polishing brightwork every Saturday for the rest of your natural life." Day dreams faded into nothingness.

Watches soon came to be a regular part of the day's routine. Roving, security, mate, assistant mate, MJOOD, AMJOOD, MOOD, Regimental Quartermaster—all had peculiar difficulties to be mastered, and each was a chance either for a good report or a bad one. The days were to come later when the fire bug started making things hot and watches were doubled. There wasn't a man in the regiment who didn't want to take care of that bug personally.

Inspections were a part of the life of the seaman after a couple of weeks and continued with him throughout four months whenever weather permitted. Room inspection or personnel inspection, either could, and did, add up demerits.

After one month, indoctrination came to an end. Each man who stood the test of constant studying, executive, athletics and the thousand other things that were done during those four weeks was advanced one short step to the rank of midshipman.

Came October 25 and 27—indoctrination exams.



Weary seamen obediently went to bed at 2200 and got up at 2300 to study all through the night. The next day they found that the questions on the exam sheets had somehow been overlooked during the period of study.

On Thursday, October 28, indoctrination period ended. Each man was issued \$48.34 by Ensign Negus, and after-paying the tailor, the laundry and contributing to various and sundry other funds ended up with about \$15. The academic board met that day and effectively weeded sheep from goats, though some goats remained for a time longer before receiving the axe.

Friday, fourth period, almost one entire hour was taken from class schedule to take the oath of midshipman. Forty of the sixty minutes were consumed marching to and from the drill hall, fifteen in waiting after we got there and five in becoming midshipmen. That afternoon we went back to classes in "seamen's blues" as if nothing had happened.

That weekend was the first weekend in dress blues and cameras were in action all over the campus for two days. Every midshipman managed to get into town at some time during the weekend. That was before the days of restricted probation for the bad little boys.



Not so very long afterwards the first Specialist group had final examinations—November 19 and 20—and on November 23 those recommended by the academic board received their commissions. The Generals stayed in their compartments as much as possible that day to escape the humiliation of saluting their former equals. Oh, most happy and sad day!

November 26 next rolled around, a new class of Specialists arrived and built up the ego of the Generals who could look at the plebes and forget that the same mistakes had been made two months previous. More misfitted uniforms, more physicals, more executive—oh, what wouldn't we have given for amnesia, not a bad case but one to make us forget it all.

The tailor had his day again December 3, receiving the \$26.50 still showing on his books. The laundry got \$5, \$19.50 went for insurance, and Sweeney's received the balance of \$65.

More examinations, G's and S's this time, December 9-10 and December 15-16, more cramming, more flunks, more goats got the axe. Oh, for an easy chair, a carton of (censored) and a bottle of (ditto). At least some of the S's got through the bottleneck and reached the lofty estate of midshipmen . . . a few reached Great Lakes and eventually wound up in the same place—on a landing barge. The lucky S's gave away most of their A.S. pay . . . you know, tailors, etc.

(We have forgotten to make an entry for Thanks-





giving—as aforesaid we had a good meal that day.)

December 17 the *Capstan* Christmas cards arrived—midshipmen cursed the editor and began madly scribbling. From that time until the week after Christmas little studying was done. “Besides, what the h——, the assignments have already been sent to Washington. Heard the other day 97% are getting amphib anyway.” And thus it went.

Christmas Day, 1943, those who could borrow, steal, invent or otherwise find relatives in Chicago got shore leave; the rest (save the watch squad) ate noon chow in town. And we are told the food was excellent. (Addenda: Middies got ten well-needed dollars on December 23.)

Laundry bags became too small to hold all the grub and sick bay became too small to hold all the stomach aches. The day after Christmas the thermometer jumped from seven below to about forty above, and cat fever reappeared. “Good morning, evening, I beg your pardon, sir, good afternoon,” became one long snuffle and sneeze.

The middies, bushed by now, began to count the days, then the hours, minutes, seconds, until noon January 20 . . . 20 days, 480 hours, 28,800 minutes, 1,728,000 seconds (59 meals) . . . oh boy, oh girl, oh mother!

January 17—Monday—After another period of cramming, examinations, and mourning, the academic board met to recommend midshipmen for commissions. The rest of the goats deposited books, collected jumpers and railroad tickets.

Well, fellas, Officers of the U. S. Navy, today's the day . . . January 20. You've come a long way, you've learned a little D.C., Ord, Nav and Sea, a great deal of discipline—let's see what you'll do with it. The last paragraph will be written by you:

“Dear Mom, No, I didn't get those fifteen days. ‘Report immediately’, they said. Love, Johnnie.”



## Chow

We think that enough has been said about chow for this issue—we hope nothing need be said about it next issue. Suffice it to say, like it or not we always ate three meals a day.





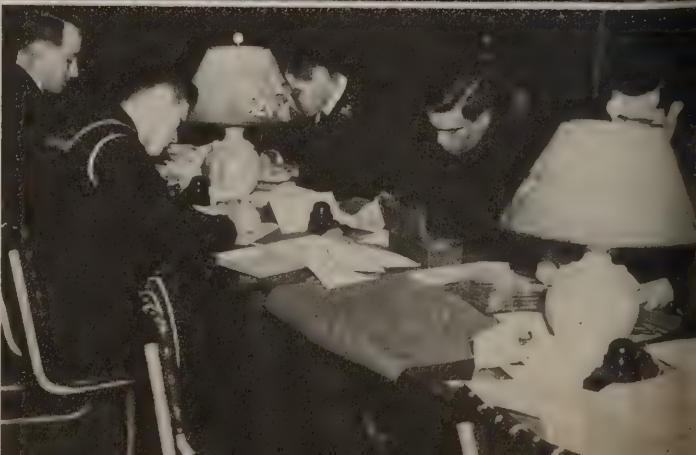
# Liberty and

Liberty—that magic word which sent shivers of anticipation through weary bodies on Saturday afternoon and spatters of memory through weary minds on Sunday night; liberty, the day and a half of frolic each week which compensated for the other five and a half of toil.

At 1230 each Saturday the usual bell gave an unusual tinkle—"Liberty has been declared—uniform: dress blues, white shirts, raincoats—Bowditch not required." Those not on the watch squad, extra duty, restricted or otherwise caught in the tentacles of Navy Regulations, pitched everything pitchable in the center of the room and dashed for the nearest bus; tugging at a leather strap they jostled into town, and scurried in every direction.

That was the state of affairs on Saturday afternoon. During the course of the day the crowd changed a little—after two hours the extra-duty men secured to town; four hours later the on-coming watch squad and these treed for the week returned to the station, and the off-going watch squad quickly left the station.

The avocations of the middies over the weekend were many—dancing, eating, drinking, bowling, golfing, and dancing again. The U.S.O. with a





## *the U. S. O.*

host of beautiful hostesses and entertainment and music galore was the hub from which all parties radiated. Another prominent spot was Sweeney's Shamrock, and the Indiana Club and the Brandywine Club cannot be forgotten.

Tea dances were held at the U.S.O. Saturday and Sunday afternoons, often featuring the Midshipmen Dance Band. Saturday evenings other orchestras were on hand to handle the entertainment.

On the mezzanine was the canteen—free chocolate milk at all times and supper served Saturday night; there also was the "Juke Box." The music room on the first floor featured light classics for those who liked to sit and listen and relax.

Ensign Duda, recreation officer, generally managed to fix up some sort of party for each weekend—a trip to Elkhart for Saturday and Sunday, a scavenger hunt, or a special dance at the Bronzewood.

Yes, the meandering of the middies during those one and a half days were many—but, whatever the doing of the day, they all came back at 0059 and 1759, on Saturday and Sunday respectively, with hazy looks in their eyes, sweet nothings in their ears, and memories of fingers in their hair.







This is an autobiography—not entirely auto as I was threatened with extra duty if it weren't written—but still a biography of the best known man on the station (no, not W.E.N.) Joseph Stanilaus Gish.

I have no real reason for the dribble to follow as my mother already knows what I'm to write, my girl apparently cares little, and Ogden Nash refuses to buy my production, but here goes:

Toward the end of my junior year in College, I, J. S. Gish, known as Joey by some and Stan by others, felt the tentacles of Selective Service slowly entwining themselves around me. To evade same I signed on dotted line and thus was found on the campus of one Notre Dame University, on the territory of one USNRMS.

That is the preamble. This is the tale. J. S. Gish; I assure you through no fault of his own became very well known. In fact there's scuttlebutt to the effect that the renowned Mr. Ageton has even heard of him. During V-7 he had been unlucky enough to receive serial number 000-00-00 and when he became an officer in a qualified, very qualified, sense he was given file number 000000, but the top prize of all was when he came up with Laundry number 0000!



I, J. S. Gish, spent 113 days at USNRMS between the fateful day September 30, 1943, and the most remarkable day January 20, 1944, as did 1,400 other midshipmen. After long and deliberate consultation with my Egyptian soothsayer I picked out one day's journey for your perusal. I name a particular day; it might have been any day; they were all alike. Listen . . .

The day? Thanksgiving. The weather? Typical. The time?

#### MID WATCH 0000-0400



0130—Rolled over like all normal sleepers but this time I seemed to be signing my name, middle initial too. Queer.

0157—Staggered along the 3rd Deck muttering threats and contemplating dire schemes about sleeping midshipmen and O.O.D.'s.

0159—Slap happy and with devilment in my eye I relieved an atrophied roving watch and began the inimitable game of follow the leader. Noted it was none too warm and was darn glad I was from Boston.

## The D

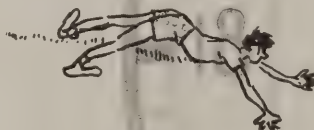


0213—Resolved to write my father and thank him for our home's geographic location. My southern partner had by this time become quite numb, and kept mumbling something about sun's declination.

0320—Gently snowing—white and Christmas like. Related tales of ice skating to petrified fellow protectorate, who was mildly bored and practically dead.

0357—Remember almost nothing but know I couldn't raise my hand in salute. Some quack threatened not to relieve us and kept muttering about watch being improperly relieved.

#### MORNING WATCH 0400-0800



0400.001—Hit sack.  
0550—"I'll dream of you tomorrow night, Anne. Right now, I have an uncontrollable urge for calisthenics."

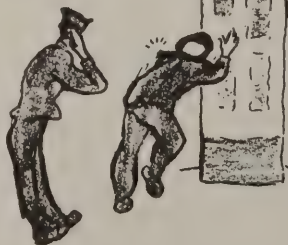
0552.5—Never could touch my toes—but now I can't even see them. Hope the fog at sea - - - zzzz - - - zzzz.

0555—Flat on my back. "Let me sleep, Ma, I'll get a job tomorrow."

0612—"The Beaver (my shaving brush) logged out to Room 305—will return at 0619—Drumm."

0642—Sausage, sausage, eggs and potatoes. Haa-a-a buns, I love 'em to death. "No, oh no, not again." (Voice of stomach).

HEAD



0709—Gently lift last speck of dust off wash basin.

0710—"Now hear this, cleaning detail fall out immediately."

0727—Gently lift last speck of dust off Lt.'s desk.

0730—"Now hear this, first period formation." (No warning.) Crammed gear under left arm,



# is Log

squared hat, prayed for a safe landing, and disappeared in a swirl of bodies down the aft ladder.

## FORENOON WATCH 0800-1200

0800—Zoom—1-100 second. Airocobra? A-20? B-26? Bogue? New Jersey? "Let's try it again boys—ready—now." Zoom! Airocobra? A-20?

0936—Red buoy—nun—58.1. Looks like a channel. What the—ll I'll never be in San Francisco anyway. There's some talk about landing barges going around—I wonder?

0940—Navigator's what? No, don't believe it. Black too. Sighed, leaned back and lit a weed... what am I doing incorrect now folks?

1025—Lulled by the gentle clicking of telegraph keys, dreamed of coral isles.

1135—No incentive for lunch—Anne didn't write. Even if she had, stew is still stew. No, don't tell me, we didn't have stew that day.

## AFTERNOON WATCH 1200-1600

1300—Statcal stability and gravity. This was grave, this was serious and this  $T = \frac{AWL}{35 \times 12}$  was evidently not the answer. How could a ship weigh ten pounds?

1400—Here's that high, low trunnion gear again. Besides, I'm sick of the wad gear. Maybe Darwin and his Ape theory are all the rage. If I make another tree I'll buy that loin cloth in the Sears-Roebuck catalogue.

1510—Did a right shoulder arms in three counts and started down concrete highway again.



## DOG WATCH 1600-2000

1649—"Feet apart, hands on hips. Ready—beeeeee-gin." . . . "Same thing once more." . . . "Alright, there are some loafers in the crowd (always were), let's have it again."

1701—Carried off east drill field by two not so gentle pharmacist's mates. Guess it was the typhoid that morning or maybe the unusual occasion of a good meal.

1730—Special liberty having been declared managed to convince doctor I was now well.

1735—Left note on door. "Will be at usual place and booth."

2017—Arrived at usual place after many stops en-route. Found usual booth occupied. Occupied another.

2027—Sparkling amber, a shaded light with smoke lazily curling about it, a beautiful but hazy picture of Anne, or Mary, or Ruth, hazy, hazier, haziest.

2100—Metacentric height very low. Middie at next table counted period of roll with stop watch.

2148—Left usual place. Blonde at left and brunette to right. "Take a 'ping' in the gulf! Swab the decks." Evidently somebody put No. 5 flag at half-mast because that's all I remember 'til

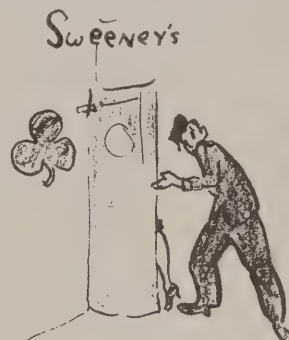
## MID WATCH 0000-0400

0049—N - O - T — — D — — E. Eyes not too good, must be an S. However, it's the only bus around. "Driver, doesh thish bush go to Notruh Daaame?"

0059.5—Mid'n. Gish, sir. Yesh, shir, Mid'n Gish. Room 304. Noshir, really, I'm not.

0100—Hit sack.

Yes, they were all the same and all very provoking. But each night as I fell exhausted into my bunk 10" off the deck; 'mid flashing lighthouses and booming guns, through angles and vector diagrams comes that girl—Anne, or Mary, or Ruth.



## Inspections

Early in Midshipman life, Joe Gish learned two ways of doing things—wrong and Navy. One of the primary channels through which he learned Navy method was Inspection.

Room inspections—occurring during Joe's absence—were popular with officers. He never found out what procedure was used. Scuttlebutt had it that the inspectors were armed with giant microscopes, wore white gloves and completely overturned rooms in search of dust. A varied collection of particles having been assembled by the sleuths, C.P.O.'s were detailed to make reconnaissance of the room and assign demerits. Suffice it to say Joe got his share.

On Saturday mornings well-groomed hair, dustless uniforms, and thirty-two point shoes were in order. The Captain and his staff spent a fractional part of a second looking at each man while Joe's joints slowly solidified.

Remember inspections? Ensign J. S. Gish will. Wherever he goes he'll hear the words of a famous petty officer ringing in his ears, "Youse guys is untidy and I'm puttin' all of youse on repcoat."

## Mail Call

Twice each day Joe Gish waited for that letter from Mary, or Josephine, or Grace, or Louise—those letters which never seemed to show up. They had always been so attentive back in College when Joe had the sport roadster. "Nothing today; well, better luck tomorrow."

All the others got letters but Joe's were always lost in transit—his mother was the only one who loved him.

Mail Call was the meeting of happiness and pathos; Jan wrote today and Russ wore a smile for twenty-four hours; Doris didn't and George was grouchy as an old mule. Tomorrow the process would be reversed.

But whatever the luck, all the section turned out for—"Now hear this, Mail Call for Section 34."

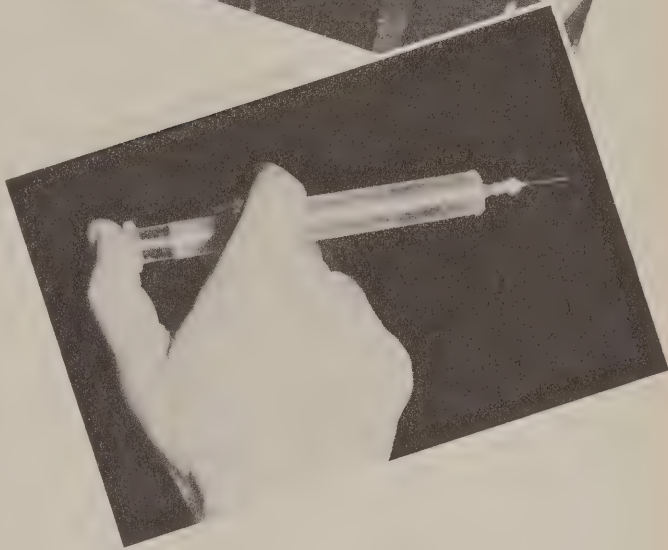
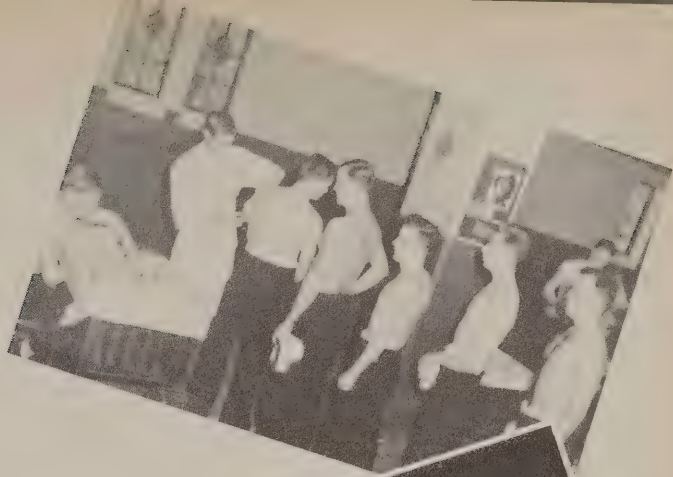




## Shots

"Section 30 *fall* out for shots." The last word had scarcely rattled off the ear drums of those hardy souls who hold down the aft end of the passageway when every door did a 90 degree turn and each doorway framed two faces. Faces—each radiating a pearly grin that would have the old cat of Cheshire fame tagging the local pharmacist for an Ipana special. Yet something of the skeptic lurked in those smiles. Inexperienced as they were in the ways of the Navy, still the respective owners of those faces felt that somebody was giving out the malarkey.

Shots were something to be associated with Sweeney's. Then, quick as a Navigation P-work, dawned the truth. In something of a ripple movement to the rear, each face shifted gears. Gone were the smiles; gone the dreams of Green Pastures and Four Roses. Suddenly all was action, feet flew down the ladders and Middies poured onto the parade from every side. Seconds later, file after file began "funeral marching" into Sick Bay. There they stood, one on each side, with needles poised. Down darted the hypodermic. "See, it doesn't hurt," reassured the mate, "just don't stumble over the bodies on the way out."



## Questionnaires

We are people who knock gently on your compartment door on a Sunny Saturday morning, we are the fly in your ice cream; we, like Webster's Dictionary and that race of men who want to know about your wife's age, "how many teeth has little Mary?," and your "net income up to the 29th last," are information bound.

For years humans have ignored signs like “Slow—Men Working”, “Don’t Feed the Zebra”,

"Powder Room", etc.; but they really go all out when it comes to "Directions to Follow When Filling Out This Questionnaire."

We have been tolerant but are partial to long underwear and disturbing ties like those incorrigibles who write instead of print and who attempt humorous answers to serious questions.

Sure, we've put mustaches on posters of circus women, and turned "Wet Paint" signs over on park benches—but, dammitall, there's a limit. This is typical!

IDENTIFICATION REPORT, NUMBER 10

NORMAN, WILLIAM EMERSON JR.

III 10 18

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Indecent, Arguing, Probably, searching, Gossip, Provocative, or Petty.  
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Ship "Shardian" Brazil, ROTC M.I.T.

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*Officer Advisor*

CHARLES L. LATIMER, JR.  
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## *In Appreciation*

As the *Capstan* comes off the presses there are many to whom thanks are due for help in its compilation.

First on the list come the officers and midshipmen for whom the book is designed, their cooperation through questionnaires, flood lights, and flash bulbs, was essential for success of the book.

Next on our list of notables is Mr. Ray Moran, our publisher, whose constant advice and help through the various stages of picture-taking, copy-writing, and proof-reading contributed immeasurably to the betterment of the book. The Peerless Press is thanked for the publishing of the book.

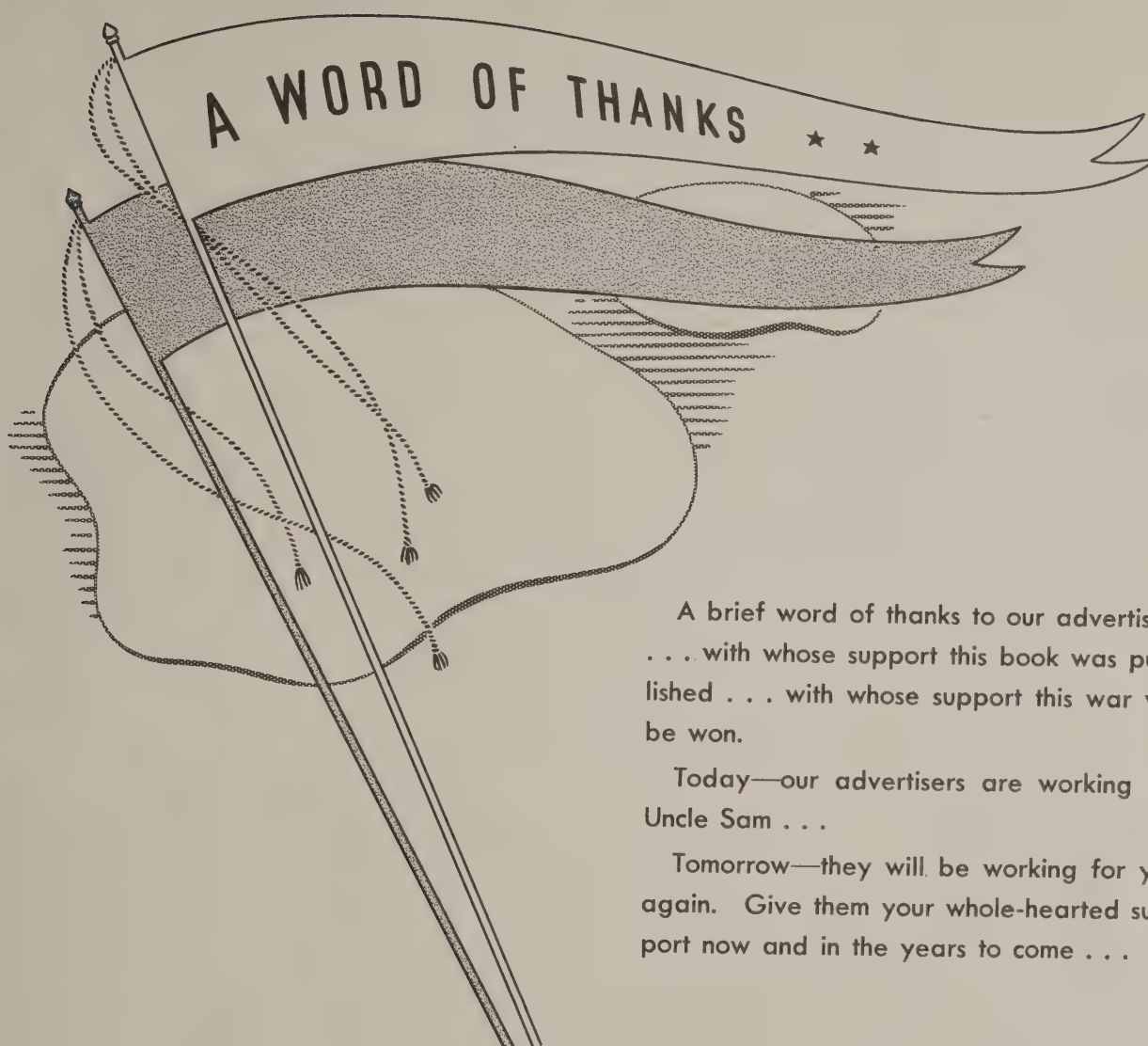
Lt. Haralson F. Smith and Lt. Kenneth G. Pearce, editorial and business officer advisors, are to be thanked for their time and effort, cooperation and guidance toward the fourth *Capstan*. Lt. Smith is wished God-speed as he leaves for sea.

Lt. (jg) P. T. Sprinz, public relations officer, is due thanks for pictures and information he obtained for the book. Yeoman Charles R. Stahl and the Waves in the Administrative Office are thanked for help throughout preparation of the book; Chief Quinn is thanked for his help during the taking of mug pictures.

The South Bend Tribune contributed many pictures taken by their staff photographer. Life offered use of two of Tom Lea's paintings which, unfortunately, we were not able to use. Esquire and The New Yorker let us use much art from their pages, which we hope has been credited in each instance. Mr. Varga is thanked for his "April" girl.

We also tender thanks to the Motor Torpedo Boat Squadrons Training Center at Portsmouth, Rhode Island, for the pictures of the PT's inside our cover.





A brief word of thanks to our advertisers  
 . . . with whose support this book was published . . . with whose support this war will be won.

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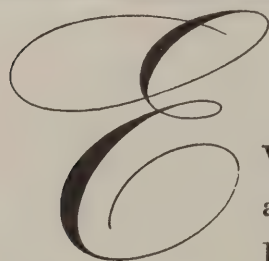
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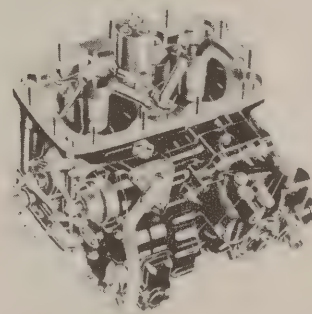
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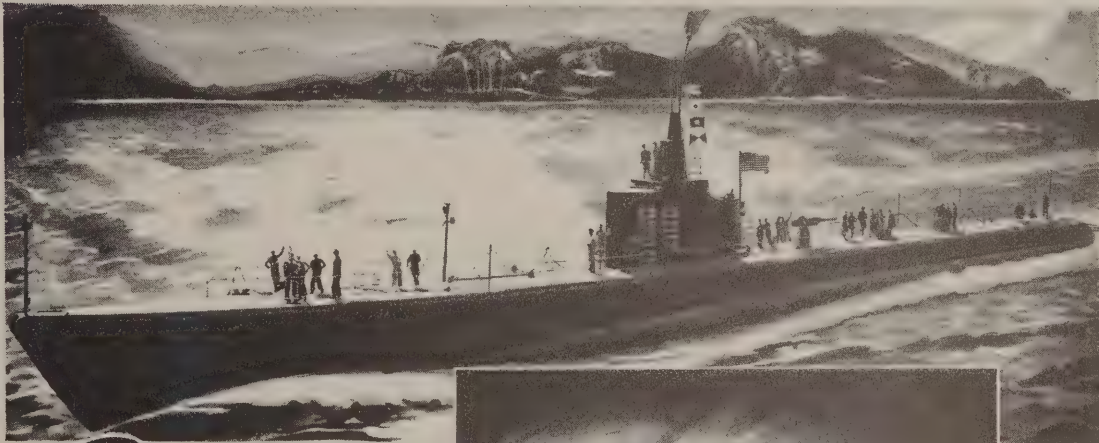


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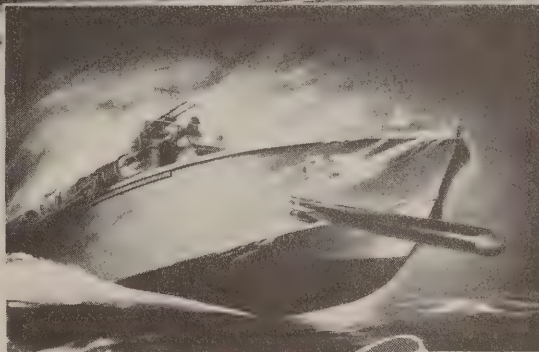
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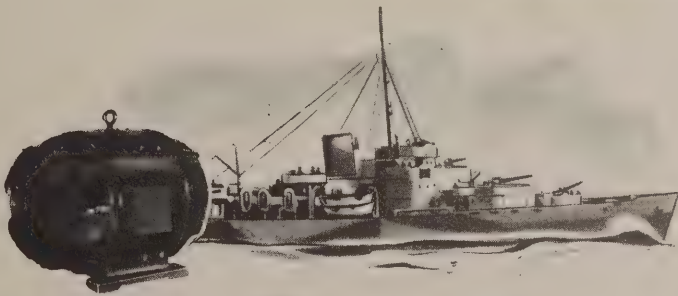
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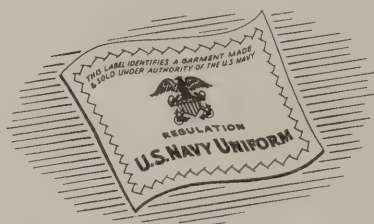
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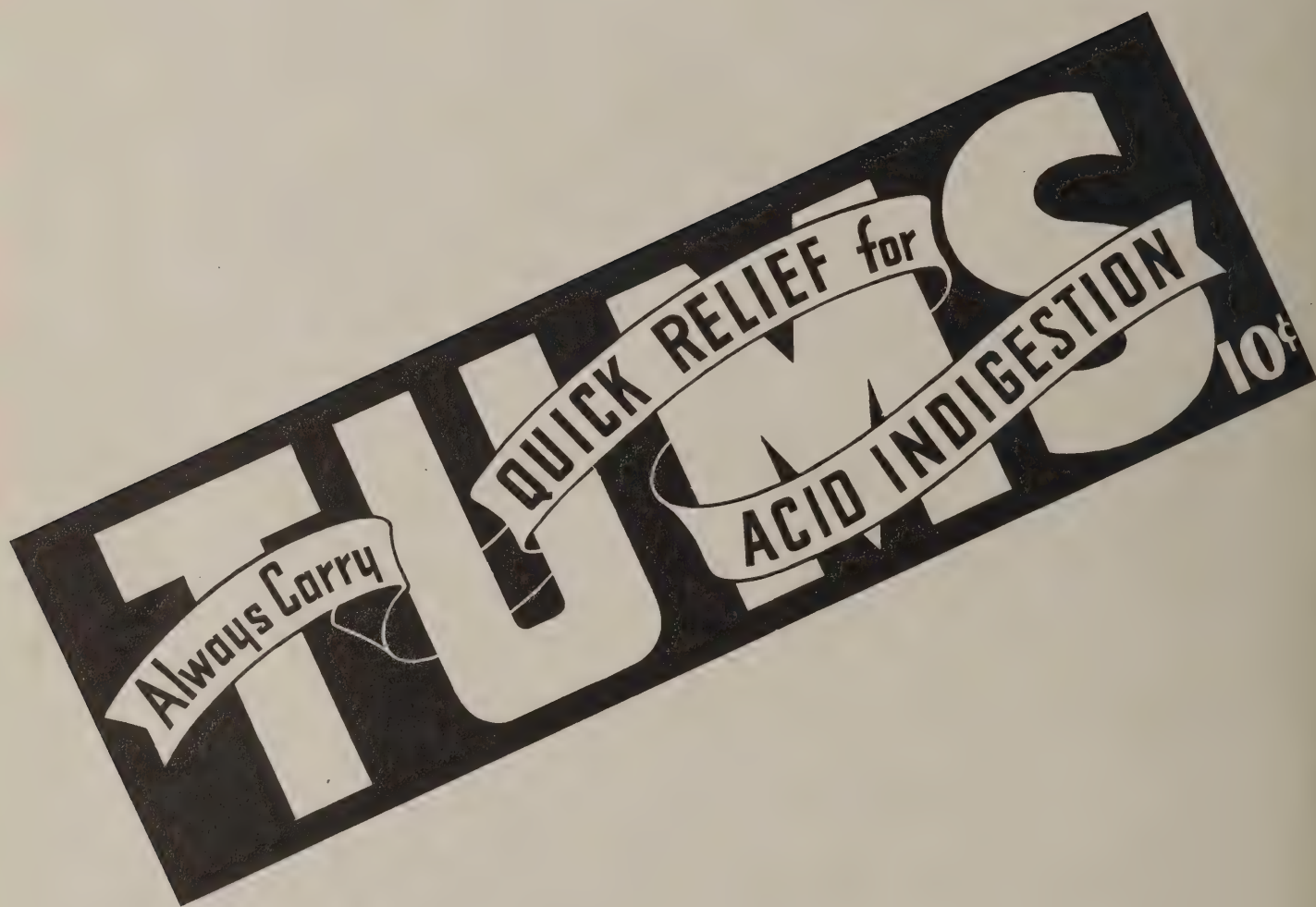


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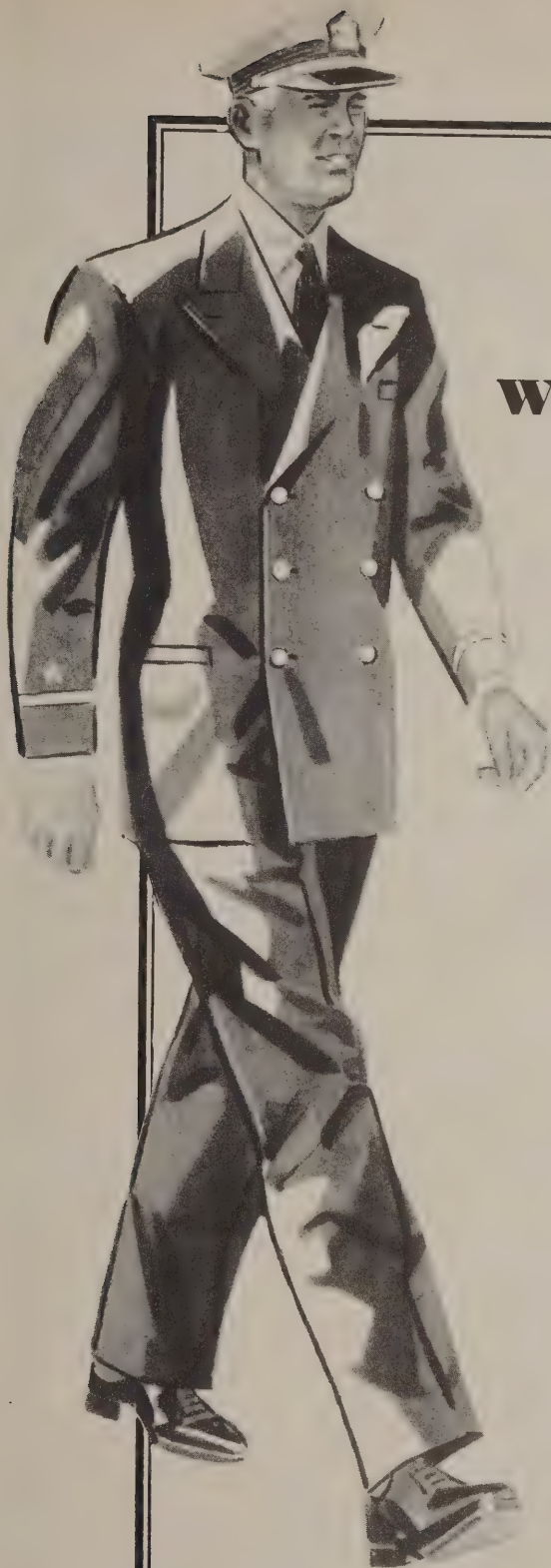
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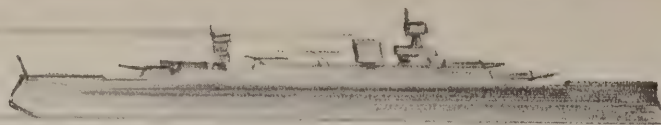
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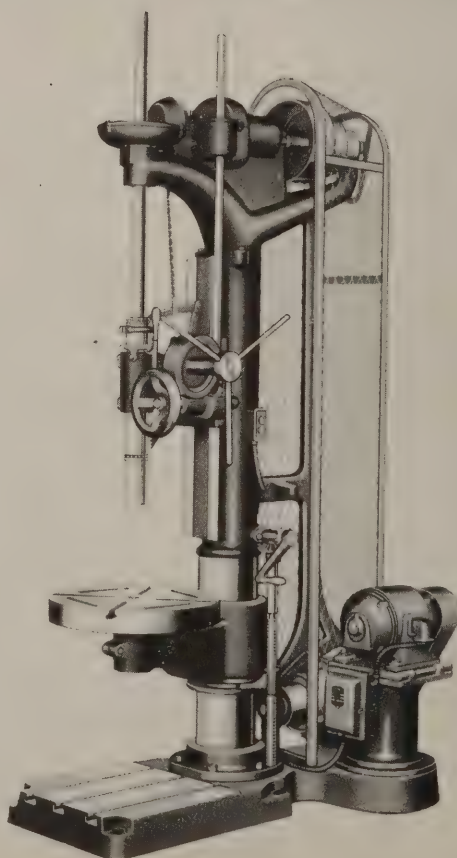
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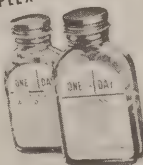
**3 GREAT  
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FROM  
THE HOUSE  
OF QUALITY**

# ONE A DAY

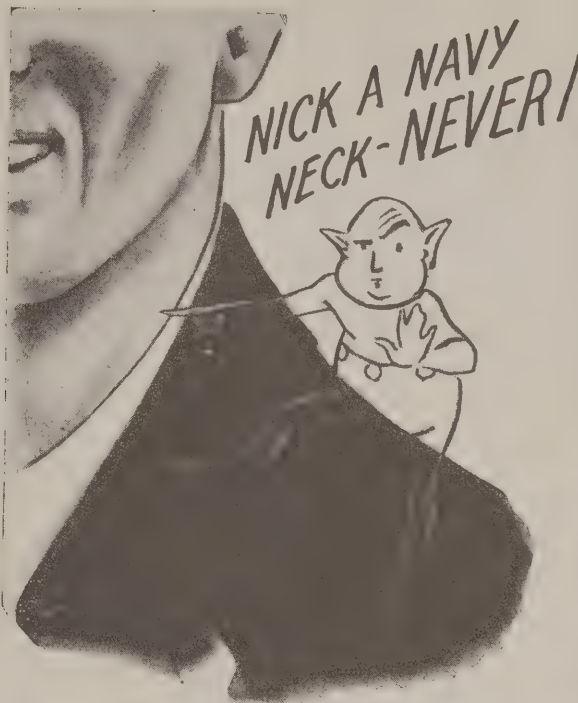
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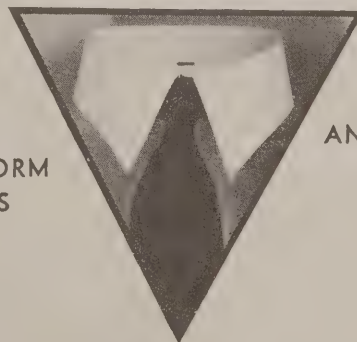


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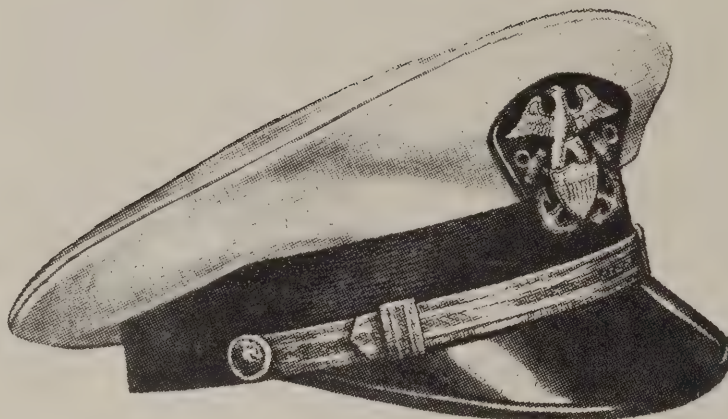
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TO ALL OF YOU

*Paul J. Sweeney*







*Interior view of the United States Navy Drill Hall erected for the United States Navy at the University of Notre Dame in 1942*

**SOLLITT CONSTRUCTION COMPANY, Inc.**

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# NAVAL UNIFORMS



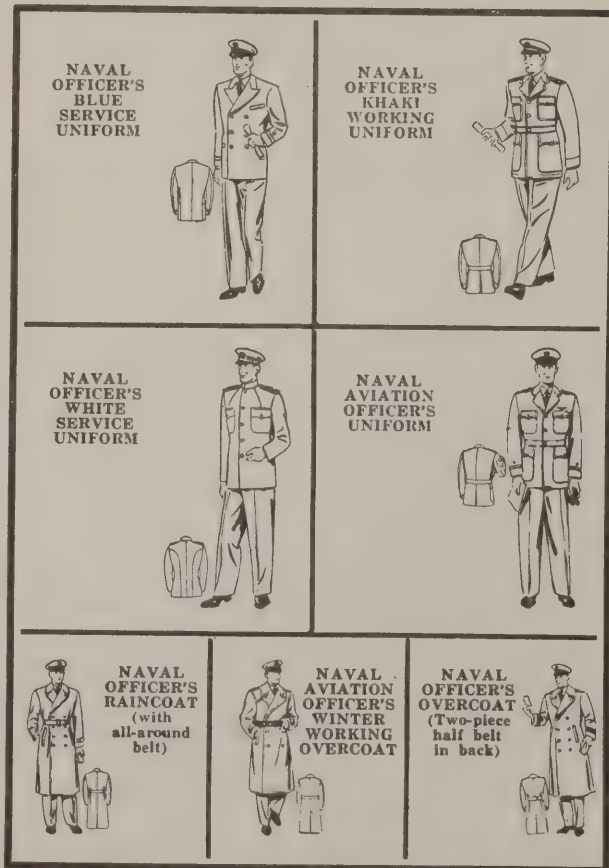
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J. B. Simpson offers a complete and efficient service that literally reaches from shore to shore . . . an advantage of great value to men on the move. For instance, an order placed at Notre Dame may be delivered and fitted at Corpus Christi . . . or New York . . . or St. Louis . . . or Jacksonville . . . or at any one of a score of Simpson Naval shops in all parts of the country. Wherever you find a Simpson Naval Shop you find trained, courteous, efficient personnel to serve you.

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**SECRET MONEY POCKET IN TROUSER WAISTBAND:** Many officers find this neat and convenient pocket is mighty handy. It is right on the waistband of the trouser (inside); is easily accessible and does not interfere with your comfort.



**TALON SLIDE CLOSURE AND GRIP-  
PER FASTENER STANDARD ON ALL  
TROUSERS:** We have set aside a large  
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*and its affiliated departments*

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the January, 1944, Class of the United  
States Naval Reserve Midshipmen's School*

IT IS THE hope of Notre Dame that your training period on the campus has been as pleasant for you as has been the entire relationship of the University and the Navy. These relations extend, officially, back to the inauguration of the Naval R.O.T.C. unit in September, 1941. Unofficially, they reach back to the Christian concepts of our country's founding fathers, which are so completely in accord with the spiritual, academic and cultural objectives of the University. Notre Dame, with your country and your Navy, is proud to share, in a modest degree, the reflected credit of your participation in the fight to preserve these principles.

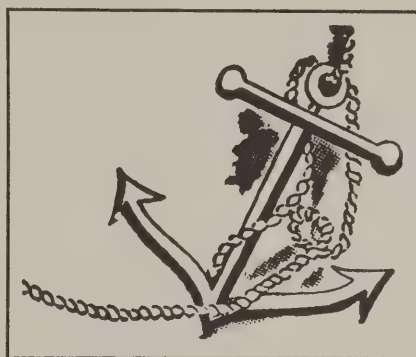


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*We extend to you many thanks for  
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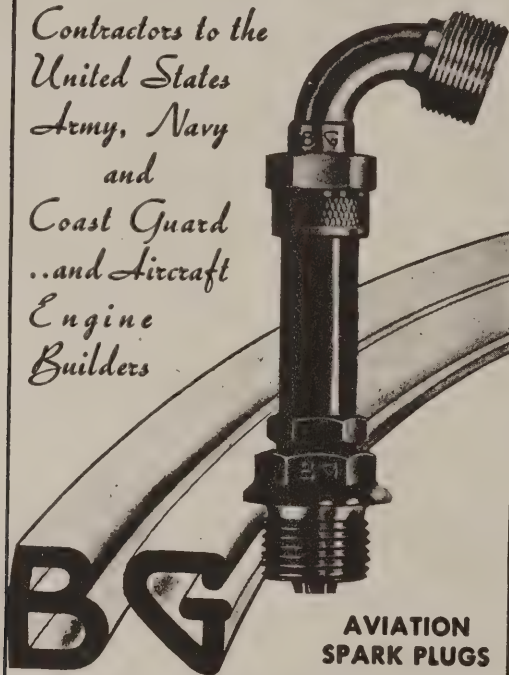
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*to the graduating Midshipmen Class*

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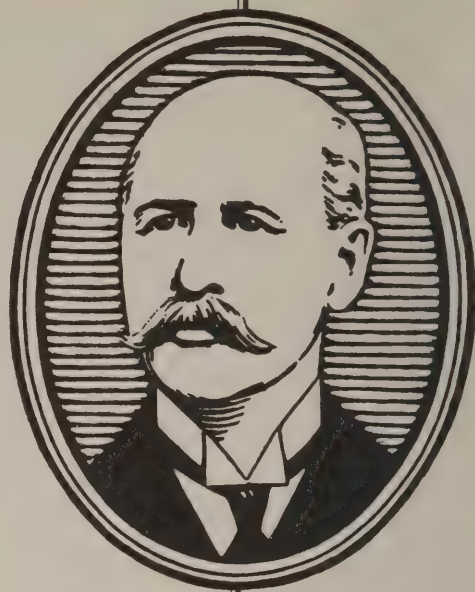
When you select new shoes to wear with your uniform, remember the name W. L. Douglas. It stands for over 66 years of fine shoe quality you can trust—and all day shoe comfort that never lets you down. W. L. Douglas Shoes are \$6.50 and \$8.50, some styles \$5.50.

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and appreciation to the Advisory Officers  
and Midshipmen of the Capstan staff for their  
efforts and co-operation in developing this  
January issue of the Capstan---an outstand-  
ing achievement and contribution to the Fourth  
Class of the U. S. N. R. Midshipmen's School.*

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